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No. 111 SEPTEMBER, 1963

Published first Thursday of the month

Price Sixpence

The third 'County' is commissioned

H.M.S. KENT—A POWERFUL UNIT OF THE FLEET

H.M.S. Kent, the Royal Navy's latest "County" class guided missile destroyer commissioned at Belfast on August 15 under the command of Capt. J. G. Wells, D.S.C., R.N., the principal guest being Admiral Sir Charles Madden, Bt., K.C.B., Commander-in-Chief, Home Fleet, who served as a sub-lieutenant in the first commission of the previous H.M.S. Kent, a cruiser scrapped in 1947.

Others present included the Prime Minister of Northern Ireland (Capt. the Rt. Hon. Terence Marne O'Neill), the Lord Mayor of Belfast (Councillor William Jenkins, J.P.), the Earl of Guildford, accompanied by the Countess of Guildford, representing the Men of Kent and Kentish Men, and also represented were the Queen's Own Buffs, the Royal Kent Regiment.

The ship, built by Harland and Wolff's of Belfast and launched two years ago by H.R.H. Princess Marina, Duchess of Kent, has a displacement of 6,200 tons, a length of 520 feet and a beam of 54 feet, and has a complement of 38 officers and 450 ratings.

H.M.S. Devonshire and H.M.S.

Hampshire, first ships of the "County" class have already been commissioned and the London, Fife and Glamorgan are under construction.

The speed, endurance and fire power of the "County" class destroyers make them formidable opponents. They are able to develop their full power from

cold and enable the ship to get under way within a few minutes.

In addition to four radar controlled semi-automatic .5 in. guns in twin turrets forward, intended to engage aircraft and surface targets, H.M.S. Kent has one Seaslug (twin) launcher on the quarter-deck as the ship's main anti-aircraft defence and two Seacat (quadruple) launchers fitted abaft the after funnel, capable of dealing with aircraft attack at close quarters.

The ship will carry a Wessex helicopter carrying dipping sonar and homing torpedoes for seeking out and attacking submarines.

OPERATIONS ROOM TEAM

These weapons are controlled from the operations room where a team of 40 officers and ratings man the semi-automatic radar displays and control systems. This is the fighting centre of the ship where target information is received by radar, radio and sonar, processed and the appropriate offensive action chosen.

Besides providing guided weapon defence for a task group, the ship can fulfill all other operational roles such as supporting an amphibious operation, acting as screen commander and carrying a flag officer.

SHIP AIR-CONDITIONED

Great care has been taken to achieve the best possible living conditions.

(Continued in column 4)

Gibraltar trip for Sea Cadets



Capt. H. C. J. Shand, D.S.O., R.N., inspecting Sea Cadets at Divisions under the 6-in. guns of H.M.S. Belfast (see article on page 11)

(Continued from column 3)

The whole ship is air conditioned and fully capable of operating in extreme climates under war conditions. The mess decks are fitted with bunks, each with a reading light, as well as a recreation space with tables and chairs and radio.

Arrangements are being made to fit out a television studio with cameras

from which the ship can produce her own television programme, as well as receiving external TV and radio in all messes. Other facilities include a laundry, library, beer bar, and a comprehensive set of sporting equipment ranging from underwater swimming to badminton. The modern sick bay includes a fully-equipped operating theatre.



The third of the "County" class guided-missile destroyers, H.M.S. Kent, commissioned on August 15 at Belfast. Devonshire and Hampshire were commissioned in November last year and March this year respectively, and London, Fife and Glamorgan are under construction

FOUR HUNDRED OFFICERS AND MEN SHARE £45,000

Hazardous salvage operation

MORE than 400 officers and men who were serving in four H.M. Ships—Dalrymple, Bastion, Loch Ruthven and Redoubt—share almost £45,000 for their work in the salvaging of the Norwegian tanker Polyana after she caught fire and was abandoned in the Persian Gulf three years ago.

The amount received by the Admiralty is the second largest sum ever obtained for such an operation by the Royal Navy. The largest award ever paid to the Admiralty was the £376,500 in respect of the Liberian tanker Melika and the French tanker Fernand Gilabert which collided in the Arabian Sea in September, 1958. Almost £100,000 was shared among 3,700 officers and men on that occasion.

Under hazardous conditions, the Polyana was towed stern first by H.M.S. Dalrymple (Cdr. M. J. Baker, R.N.), first on the scene, for some 80 miles to an anchorage where the fire in the forward pump room, which was being fed from 24,000 tons of crude oil, could be tackled.

The fire fighting was mainly carried out by H.M.S. Bastion (Lieut.-Cdr. C. B. Kennedy, R.N.), which remained alongside the tanker for six weeks,

while H.M.S. Loch Ruthven also provided fire-fighting parties. H.M.S. Redoubt (Lieut.-Cdr. R. D. Blackman, R.N.), which at the time was being refitted at Bahrain, succeeded in getting to sea in 48 hours to give assistance.

TRIBUTE TO CREWS

Capt. D. D. Law, M.B.E., D.S.C., R.N., now Chief Staff Officer to Flag Officer Flying Training and Commanding Officer of H.M.S. Loch Ruthven at the time of the salvage, paid tribute to the close co-operation between Dutch, Bahraini and British during the work. He stated recently "Our success was primarily due to the teamwork of all the ships involved and the guts and tenacity of the young men in the ships companies, many of whom were facing extreme danger for the first time in their lives."

The Polyana was back in service

within months of salvage and sailed to Gothenburg under her own power.

The award of salvage money in the Royal Navy is allocated by shares based on rank or rating and, therefore, relative responsibility to all present in the ships at the time. Typical of sums which will be received are the following: a lieutenant in H.M.S. Bastion, £650; a chief petty officer in H.M.S. Dalrymple, £110; and an able seaman in H.M.S. Loch Ruthven, £44.

Nearly 30 officers and men who were exposed to considerable personal danger—such as those who were in the fire fighting parties on board the Polyana—receive larger awards. These include £180 to a petty officer in the Dalrymple, £176 to a chief petty officer in the Loch Ruthven; and £29 for an able seaman in the Redoubt.

Capt. Law, who was in command of the naval forces, received £1,482, the largest award ever paid to an officer of the Royal Navy.

PAYMENT OF AWARD

All officers and men who qualify for awards will receive their money within the next few weeks. Serving personnel will be paid automatically. Men who have left the service and have an entitlement will be paid on producing proof of identity to the Principal Director of Accounts at Admiralty, Bath.

BRITAIN'S OUTSTANDING CIGARETTE



Handwritten signature: C. B. Kennedy

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

"NAVY NEWS" is pleased to be able to publish the article by Commodore Naval Drafting which appears in this issue and trusts that it will be read by all ratings who, in turn, will pass it to their wives and families.

The drafting of men is an extremely complex business. Men are not moved just for the sake of moving them. Well over 50,000 movements are essential every year for the efficient running of the Navy and to see that the Navy can function efficiently in the future. It should be obvious, therefore, that every move involves careful planning to see that the man is qualified for the hole into which he is to fit to find a suitable man to fill the job the first man is already doing—to see that every man, over his pensionable career, is given approximately similar types of service when compared with men of similar rating and qualification.

It is not easy to explain the ramifications of drafting to men—and even more difficult to explain the problems to wives who, perhaps, do not appreciate the differences between ratings. It is hoped, therefore, that wives in particular will be able to study the commodore's article.

It must be apparent to every unbiased reader of the commodore's article that every possible care is taken to ensure fairness in drafting. If this fact—and it is a fact—can be "got over" to wives, considerable misgivings will be allayed. Men are required to man ships and establishments at home and abroad and a fair proportion of all types of service, according to the rating held (seamen, engine room ratings, miscellaneous ratings, etc.), over the men's pensionable service is the aim of the Commodore Naval Drafting.

All entries of men's drafting cards are made by men in uniform and the final selection of men for jobs is done by the drafting officers. There is no "hanky-panky." Officers and men employed in the Drafting Authority are, like all other officers and men in the Service, subject to the Naval Discipline Act.

Readers of the article, particularly wives, are asked when they think they have not had a "fair crack of the whip" to realise that drafting is done fairly and that it is not possible to compare time spent at home or in accompanied billets abroad, when different classes of ratings are involved.

The New First Sea Lord



Admiral Sir David Luce, K.C.B., D.S.O. and Bar, O.B.E., First Sea Lord and Chief of Naval Staff, took up his new appointment at the beginning of August, relieving Admiral Sir Caspar John, G.C.B. Admiral Luce joined the Royal Naval College, Osborne, as a cadet in 1919, becoming a submarine specialist in 1928. He was the first Commander-in-Chief of the new unified three-Service Command in the Far East when this was formed in November last year.

LORD NUFFIELD—
A TRIBUTE

AS Principal Personnel Officers of the three Services, we would like to pay our tribute, on behalf of all sailors, soldiers and airmen—and the Women's Services—at the passing of a truly great benefactor. There must be scarcely a Service man or Service woman today who has not felt the impact of Lord Nuffield's generosity, through the widespread activities of the Nuffield Trust for the Forces of the Crown and through the amenities provided by the Nuffield Clubs. Many may not have realised, for example, that the minibus which took them to the swimming pool or club—and, indeed, the pool and the club itself—were provided by the Trust. Many of our overseas adventure expeditions could not have taken place without the support of funds from the Trust.

The facilities which have already been provided are a tribute to a great man's farsightedness and concern for the welfare of the Services. The continuation of the Trust will be a fitting and lasting memorial to him.

ROYSTON WRIGHT, Admiral; JAMES CASSELS, General; WALTER CHESHIRE, Air Chief Marshal.



The Nuffield United Services Officers' Club, Portsmouth

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUMARINE SERVICE

H.M.S. Tiptoe, early November, at Malta, complete refit. To return to United Kingdom for service in First Submarine Squadron.

H.M.S. Alaric, November 7, at Devonport, completes refit. For Second Submarine Squadron.

H.M.S. Osiris, December 10, at Barrow, for service in Third Submarine Squadron.

GENERAL

H.M.S. Kemerton (C.M.S.), October 1, Bahrain, for Foreign Service (Middle East), 9th M/S Squadron (E).

H.M.S. Cassandra (Destroyer), October 17, at Portsmouth, for General Service Commission, Home/Med, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet (L.C.T.), October 18, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. London (G.M. Destroyer), October 22, at Wallsend-on-Tyne, for Home Sea Service, General Service Commission January 1964, Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829 London Flight, October 24, at R.N. Air Station, Culdrose, for Home Sea Service, General Service Commission January, 1964, H.M.S. London, Wessex.

H.M.S. Barrosa (A/D Conversion), October 25, at Singapore, for Foreign Service (Far East), 24th E.S. (A).

H.M.S. Penelope (A/S Frigate), October (may be delayed), at Newcastle for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport.

No. 829 H.Q. Squadron, October 29, at R.N. Air Station, Culdrose, Home Sea Service, Wasp.

H.M.S. Mohawk (G.P. Frigate), November 29, at Barrow, for Home Sea

Service, General Service Commission January, 1964, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ajax (A/S Frigate), November 19 (may be delayed), at Birkenhead, for Home Sea Service, Foreign Service from date of sailing—May, 1964 (tentative date), Far East, 24th E.S. (A).

H.M.S. Loch Fada (A/S Frigate), November 28, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Defender (Destroyer), November, at Chatham, for trials, (To Reserve on completion of long refit.)

H.M.S. Bulwark (Commando Ship), December 3, at Devonport, for Home Sea Service, Foreign Service, (Far East).

H.M.S. Eastbourne (A/S Frigate), December 3, at Rosyth, for trials, Commissions for Home Sea Service, February 18, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Cook (Surveying Ship), December (may be delayed), Place of commissioning under consideration, For Foreign Service (Far East/Pacific, (A)).

H.M.S. Eagle (Carrier), early January, at Devonport, for trials, General Service Commission, Home/East of Suez, early June, 1964, U.K. Base Port, Devonport.

H.M.S. Grafton (A/S Frigate), January 2, at Portsmouth, for trials, Commissions for Home Sea Service, February 27, 20th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Brighton (A/S Frigate), January 9, General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port and place of commissioning under consideration.

H.M.S. Cavendish (Destroyer), January 9, at Rosyth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Falmouth (A/S Frigate), January 9, at Devonport, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Devonport.

H.M.S. Aisne (A/D Conversion), January 9, at Portsmouth, for General Service Commission, East of Suez/Home, 25th Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Corunna (A/D Conversion), January 15, at Rosyth, for General Service Commission, Med./Home, 21st Escort Squadron, U.K. Base Port, Rosyth.

H.M.S. Striker (L.S.T.) and No. 3 Assault Sq., January 14, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Carysfort (Destroyer), January 15, at Gibraltar, for trials, Service under consideration May 8, 1964.

H.M.S. Cavalier (Destroyer), January 16, at Chatham, increase from C. & M. party to L.R.P. complement.

H.M.S. Palliser (A/S Frigate), January, at Rosyth, L.R.P. complement.

H.M.S. Ulster (A/S Frigate), January, at Devonport, increase from C. & M. party to L.R.P. complement.

H.M.S. Kirkliston (C.M.S.), November (may be delayed), at Portsmouth, for Home Sea Service, 1st M/S Squadron vice Bronington, U.K. Base Port, Rosyth.

H.M.S. Russell (A/S Frigate), February 13, at Rosyth, Commissions April 23 for Home Sea Service, S/M Target Ship, U.K. Base Port, Rosyth.

H.M.S. Scarborough (A/S Frigate), February 13, at Portsmouth, for trials, Home Sea Service Commissions, April 16, 1964, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Aurora (A/S Frigate), January at Clydebank, for Home Sea Service, 2nd Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Dainty (Destroyer), February 27, at Portsmouth, for trials, (To Reserve on completion of long refit.)

H.M.S. Whirlwind (A/S Frigate), February, at Chatham, for General Service Commission, W. Indies/Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth (C).

H.M.S. Ashanti (G.P. Frigate), February, at Devonport, General Service Commission, Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Zulu (G.P. Frigate), December (may be delayed), at Glasgow, for Home Sea Service, Commissions for General Service Commission, February, 1964 (may be delayed), Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth.

No. 820 Squadron, March 3, at R.N. Air Station, Culdrose, General Service Commission, For H.M.S. Ark Royal, Wessex.

H.M.S. Bastion (L.C.T.), March 5, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

No. 800 Squadron, March 17, at R.N. Air Station, Lossiemouth, General Service Commission, Buccanner.

H.M.S. Rothesay (A/S Frigate), March, at Portsmouth, General Service Commission, West Indies/Home, 8th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Caesar (Destroyer), March, Place of commissioning and type of service—under consideration.

H.M.S. Lincoln (A/D Frigate), March, at Singapore, for Foreign Service (Far East), 24th Escort Squadron (A).

H.M.S. Galatea (A/S Frigate), March, at Wallsend-on-Tyne, for Home Sea Service 3rd Frigate Squadron, transfer to 26th Escort Squadron, December, 1964, Foreign Service, September, 1964, from date of sailing, Far East (tentative date) (A).

(Continued on page 6, column 4)

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WHEN THE 'ROYALS' TOOK PART IN THE FIEL-DGUN RUN

SIR,—Your correspondent who suggests that the Royal Marines should take part in the annual field-gun competition at the Royal Tournament may be interested in this brief history of that popular annual event.

It originated in the year 1878 when an assault-at-arms was arranged by the officers of the Volunteers, who were then in camp on Wimbledon Common. Unfortunately this affair was a flop, as the "other ranks" much preferred the attractions of London Town. But the idea appealed to the Duke of Cambridge, then Army Commander-in-Chief, and in 1880 the Army gave a public display at the Agricultural Hall, Islington. Called "The Royal Military Tournament," the show netted £500 for Service charities.

In 1883 the tournament got into its stride, and a year or two later the Navy "gate-crashed" it with a display given by a field-gun team from H.M.S. Excellent. In subsequent years the sailors also formed the customary guard of honour for distinguished visitors.

In 1902 they were invited to take

part in horsed combat with Army teams, who doubtless hoped to knock them for six! But the tars stuck to their unaccustomed craft so tenaciously that the 10th Hussars could only unseat them by charging head-on!

ROYALS' SIX-TON GUN

The Marines joined in the Tournament soon after it began, and in 1903 the Royal Marine Artillery gave a display with a 5-inch B.L. gun weighing six tons. This, with its carriage, was dragged into the arena on a wagon, unloaded by means of derricks, assembled and fired, all in double-quick time. The gun was then stripped down again, reloaded on to its wagon and dragged off. The Royal Marine Light Infantry gave a physical training display.

In 1904 the Navy ceased to be regarded as interlopers, their act having become very popular, and in the following year, the centenary of Trafalgar, they actually ran the whole show, and the title was changed to "The Royal Naval and Military Tournament." It was in this year that a team from H.M.S. Victory gave the field-gun display; formerly it had always been Whale Island. The display differed from that of today in that the gun was dragged bodily across the chasm on one wheel over a bridge too narrow to take both wheels.

As the R.M.A. and R.M.L.I. were amalgamated in 1923 it could be that their own special gunnery item disappeared at the same time. So far as I know, the 12-pounder field gun was not normally handled by Marines, being purely a ship-borne weapon for naval landing parties. Incidentally, it was the Royal Marine Artillery, all big men, who earned themselves the nickname of "Bullocks." Yours etc., A. CECIL HAMPSHIRE, Rustip.

In Memoriam

Acting Sub./Lieut. David Edward Arthur Phillips, Royal Navy, H.M.S. Hermes. Died June 28, 1963.

Patrick Charles Hartland, Petty Officer Engineering Mechanic, D/K. 939873, H.M.S. Albion. Died July 5, 1963.

Robert Glen Trethewey, Lance-Corporal, R.M. 20028, I.T.C. Royal Marines. Died July 10, 1963.

Arthur James Edward Wisdom, Chief Petty Officer Steward, D/LN 29335, H.M.S. Drake. Died July 12, 1963.

David William Smith, Leading Sick Berth Attendant, P/M 971217, R.N. Hospital, Haslar. Died July 13, 1963.

Peter Keeley, Engineering Mechanic 1st Class, L/K 965120, H.M.S. Victory. Died July 14, 1963.

Terence William Orford, Engineering Mechanic 1st Class, P/K 955386, H.M.S. Torquay. Died July 20, 1963.

Lieutenant Terence David Flinn, Royal Navy, H.M.S. Goldcrest. Died July 24, 1963.

Robert Graham Skelton, Naval Airman 1st Class, L/F 967936, R.M.S. Goldcrest. Died July 24, 1963.

Rodney Timms, Naval Air Mechanic 1st Class, L/F 973530, H.M.S. Goldcrest. Died July 24, 1963.

Roy Goldthorpe Swindell, Royal Marine, R.M. 20743, 45 Commando, Royal Marines. Died July 24, 1963.

James Anthony Smith, Royal Marine, R.M. 20460, 40 Commando, Royal Marines. Died July 27, 1963.

Thomas Bolton, Ordinary Seaman, D/060591, H.M.S. Leopard. Died July 28, 1963.

Lieutenant Andrew Gordon McFie, Royal Navy, H.M.S. Ark Royal. Died July 31, 1963.

Second-Lieutenant Graham Rolls, Royal Marines, 42 Commando, Royal Marines. Died August 1, 1963.

MORRIS, Member, London (S.W.) branch, Brixton.

Duncan visits Hebrides

THE Flag Officer, Scotland and Northern Ireland, Vice-Admiral A. R. Hezlet, C.B., D.S.O. and bar, D.S.C., left Rosyth on board H.M.S. Duncan on August 8 for a tour of the Hebrides and Shetlands. He also visited the research station at Dounreay and returned to Rosyth on August 10.

On August 12 the Duncan left for a five-day visit to Copenhagen in connection with her fishery protection duties.

BEACH CLEARED OF 50 BOMBS

A ROYAL Naval mine-disposal team from Port Edgar, South Queensferry, has been working at Lunan Bay, near Montrose, clearing the beach of old mortar bombs which had been dumped there at some time. The work has been going on during June, July and August and the team, under Lieut. K. Kempshall, R.N., has recently been giving the beach a final check with mine detectors. In all, some 50 bombs were found.

SHIPS OF THE ROYAL NAVY

H.M.S. Gurkha

No. 94



H.M.S. GURKHA, a general-purpose frigate of the "Tribal" class was built by J. Thornycroft & Co., Ltd., Southampton, being launched on July 19, 1960 and commissioned on February 13, this year.

The ship's displacement is 2,700 tons (full load) and she is 360 feet in length (o.a.) and has a beam of 42½ feet. Armament is two 4.5 inch and two 40 m.m. Bofors AA. A S weapon is a Limbo three-barrelled depth charge mortar. A Westland Wasp helicopter for anti-submarine reconnaissance can be accommodated.

Complement is about 250 officers and men.

Fourth of her name, the first was a destroyer of 1907, mined in 1917. The second was also a destroyer of 1937 which foundered after being damaged by bombs from enemy aircraft off Bergen on April 8, 1940. The third, again a destroyer, was originally to be named Larne, but was renamed Gurkha, the Gurkha Regiments having subscribed a day's pay per man to replace the one lost in 1940. This third Gurkha was torpedoed on February 19, 1942.

WRITER WAS SPEECHLESS

THERE must be something about London—it may well be one of the most romantic cities in the world. Sailors drafted to H.M.S. President, at Kensington, quickly fall in love and want to get married. Writer Barry Piper-Smith is the latest "victim."

On August 19 Furze House staff gathered in the claims office to witness the presentation of a wedding gift, a dinner set, by the Deputy Supply Officer Lieut.-Cdr. L. W. Truscott, deputising for the Supply Officer Cdr. W. H. Field.

Lieut.-Cdr. Truscott and Second Officer J. M. Edwards, W.R.N.S., remarked on the elegance of the gift and wished him the best of everything and hoped that he and his future wife would settle down to a life of happiness and prosperity.

All eyes turned towards Piper-Smith in anticipation of a speech but, bravely surveying the expectant faces, he rapidly turned several shades of crimson and said eventually: "Thank you"

(Continued in column 4)

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch, Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, F.R.A., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian and Hampshire.

NAVAL RATING'S 'GREAT COURAGE' IN WEST INDIES

THE British Empire Medal for Gallantry has been awarded to L.R.O. Gordon James Stocker, who, says the "London Gazette," showed "great courage and resource."

L.R.O. Stocker is now serving on the staff of the Resident Naval Officer at Nassau and recently accompanied an Army staff officer landed by an amphibious aircraft on an island in the Bahamas and assisted him in successfully rounding up seven armed Cubans.

He joined the Royal Navy in 1956 and has been in the West Indies since last September. He is accompanied by his wife.



L.R.O. Gordon James Stocker

(Continued from column 3) all very much for this wonderful gift. But no speech, I'm sorry."

The wedding took place at Birkenhead on August 31. The new Mrs. Piper-Smith was Wren (Writer) Shirley Brame.

Advanced Flying Training starts at R.N. Air Station, Brawdy, after the station's extensive reconstruction.

The Flag Officer Air (Home) visits Westlands (Yeovil) on September 26.

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'Full-dress' dinner was torture

TWO HOURS SITTING CROSS-LEGGED

[Continuing the story of his naval career, Neptune, who joined the Royal Navy as a Junior Seaman in 1904, told in the last article of how he took command of H.M.S. Stormcloud, a fleet destroyer of the 8th Destroyer flotilla, on the Far East Station, and of the measures to combat piracy which was prevalent in Chinese waters in 1929.]

THE coastline from Hong Kong to Chalang Lighthouse, off which ships bound for Shanghai or other northern ports altered course, is barren and rocky, and three large bays extend deeply into it, with many islets dotted about. These made a good hide-out for pirates and for the many junks controlled by the piracy organisation.

The distance between Hong Kong and the lighthouse is approximately 100 miles, with no navigational aids existing between the two points. The three bays were virtually dominated by the pirates and it due to this fact that the anti-piracy patrol was formed—to give shipping, north or south-bound, a sense of security. It was compulsory for all ships plying to or from Hong Kong to be fitted with W/T. Unfortunately only one Chinese W/T operator was carried, so continuous watch could not be kept. The chart of the area was divided into lettered squares, and each ship along the sea lane reported its position to the Intelligence Department at Hong Kong every hour. If a ship failed to report, the destroyer on patrol was detailed to investigate.

The destroyer on patrol was under way during the day, but at night, owing to the danger of many uncharted rocks, the commanding officer was authorised to anchor in any one of the three bays, using them irregularly, for one night only, to prevent Chinese junks reporting the destroyer's position. During the hours at anchor, from dusk to dawn, the crew were virtually at stations on a war-time footing. The

ship was darkened, guns' crews closed up, the anchor at short stay, with steam on the capstan and main engines, and the officer of the watch and sea dutyman on the bridge.

On the first occasion on patrol I anchored Stormcloud in Hae Che Chim Bay. The coastline looked desolate, with sand-dunes stretching many miles. The sea was calm, but there was

a light wind, so I decided to sail the whaler inshore with a bathing party. Much to our surprise, even before we reached the shore, Chinese were seen to be arriving from all directions.

INTRUDER AT A WEDDING

While the men were bathing I wandered about the dunes and stumbled across a Chinese village completely hidden from the bridge of Stormcloud. I saw, too, that I was most unwelcome, as a wedding ceremony was taking

SAILORS IN THE MAKING

By NEPTUNE

place. On return on board I decided that, as my position was now known, I would proceed to another anchorage under cover of darkness.

The period of patrol extended over four days. We were always glad to return to Hong Kong for a spell, because, with the ship darkened and

World War. Now, this day in particular, was a black one for the Japanese because under the rendition agreement with China the Japanese were compelled to evacuate this prosperous port. Japanese officers and men were most sullen and disagreeable.

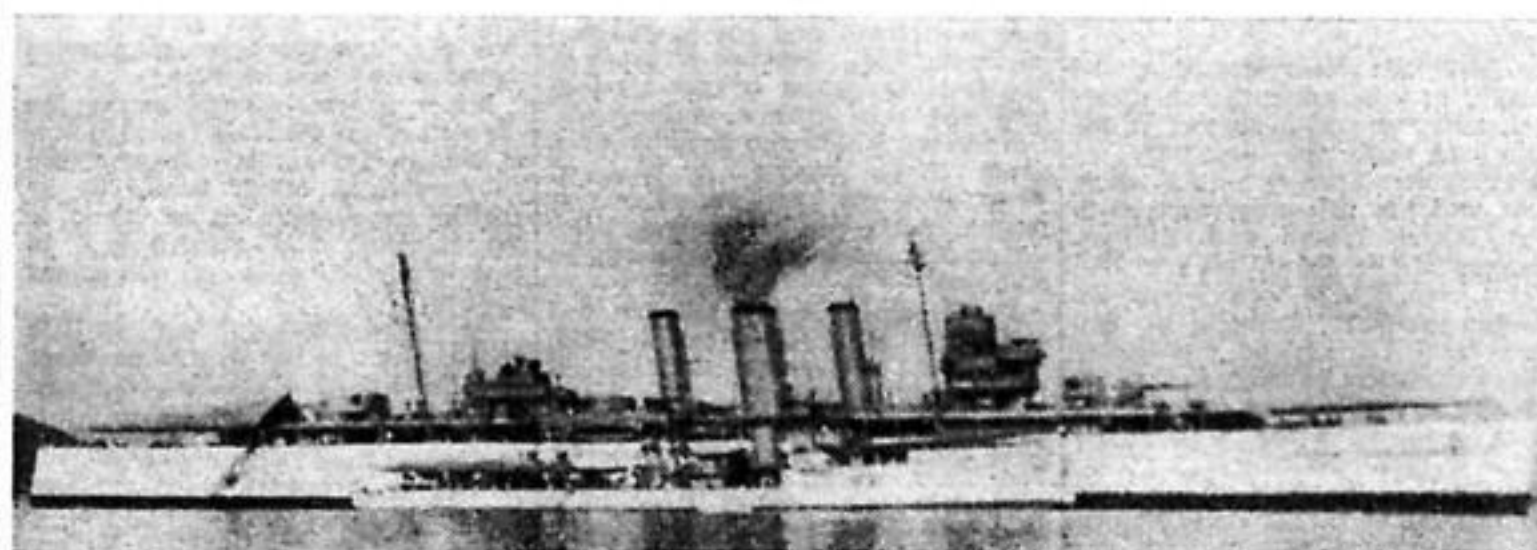
PARTIES AT TSINGTAO

We left Tsingtao with some reluctance. Quite a number of parties had been held on board Titania and the American ships. The visits on shore had been tremendously interesting, particularly those to the underground barracks, magazines and shell rooms, constructed for the Germans by hordes of Chinese coolies, and, of course, the huge turrets mounted by the Germans but capable only of firing to seaward, making capture by the Japanese, advancing overland, very easy. The same mistake was made by the British at Singapore and, once again, the Japanese caught the British defences in a hopeless muddle.

The exercises to be carried out



The author in 1929, dressed for dinner with the Mayor of Chemulpo, Korea



H.M. ships Stormcloud and Sterling alongside H.M.S. Berwick at Chemulpo, Korea, 1929

Britain in 1898 for a period of 32 years, the lease to expire in 1930, but, with Chinese nationalism on the rise, rendition was in the air. The Chinese squadron had used this northern base during the summer months for many years. It had a good fleet anchorage, and a large exercising area was close at hand, suitable for any type of exercise.

An intensive programme had been planned for our visit and little time was spent at anchor. There were day and night firings, and torpedo attacks by the destroyers on the cruisers. My torpedo control officer was Sub-Lieut. Norfolk, a very clever officer, now an admiral on the Retired List. Our sub-divisional attack on a cruiser obtained 100 per cent. hits. With the conclusion of the general exercises Stormcloud and Sterling again became attendant destroyers to H.M.S. Hermes for a period of three weeks and, during the flying exercises, some 500 planes "took off" and "landed on" with not one single casualty.

Towards the end of June, 1929, H.M.S. Kent (Flagship), Berwick, Stormcloud and Sterling proceeded on a cruise to Korea. At that time Japan was in undisputed possession of the country and the names of the ports had been changed to Japanese. Seoul, the capital, had been renamed Keijo and Chemulpo, the port we were visiting, to Jinsen. It was a smelly and dirty port.

'BIG SHIP' COMFORTS

The Commander-in-Chief joined the squadron wearing his flag on board his yacht, H.M.S. Surprise. To make life easier for the ships' companies of Stormcloud and Sterling, both destroyers berthed alongside H.M.S.

(Continued on page 5, column 2)

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ventilation restricted, four nights under such conditions in peace-time were distinctly uncomfortable.

My eyes were still troublesome and I had difficulty in reading the charts. I hesitated about reporting to the Naval Hospital, as I hoped this disability would pass away. An American oculist supplied me with glasses, but they did not help me. I was so afraid if I reported officially to the medical authorities that it might lead to being invalided, just as I had almost reached the height of my ambition.

About the middle of 1929 Stormcloud and Sterling received instructions to proceed in company with H.M.S. Hermes to the entrance of the Yangtze River, Hermes to carry out aircraft exercises during the passage. On the first day at sea all ships stopped while a memorial service was held on board Hermes in memory of a pilot who had lost his life a few days earlier. It was a solemn and impressive sight to see the beautiful wreaths dropped into the sea as Hermes began to steam slowly ahead.

JUNKS IN DANGER

At dusk Stormcloud and Sterling took station astern of the carrier and during the middle watch we ran into a dense fog which remained with us for 24 hours. One of the great dangers of the China Seas during fog is the large number of junks and fishing vessels which drift aimlessly about, having no regard for their own safety. We passed quite a number and only knew of their presence by the angry shouts from the crews as we narrowly missed running them down. The fog was dispersed by a severe gale, the exercises being cancelled, and Stormcloud and Sterling were detached, off the Yangtze, to proceed to Tsingtao and join Captain (S) 4, H.M.S. Titania, the submarine depot ship, and carry out exercises while on passage to Wee Hai Wei.

The Sterling was commanded by Lieut.-Cdr. C. W. B. Sim, R.N. The two ships' companies of the sub-division were very "matey" and, in consequence, the two destroyers worked well together.

It was learned that there were 16 American destroyers at Tsingtao, a depot ship, and many submarines, and last, but not least, a large American accommodation ship carrying the wives of American officers. There was also a Japanese destroyer flotilla, Lieut.-Cdr. Sim and I agreed, by signal, to make a spectacular entry, which we did at high speed, swinging out the lower booms and lowering boats, synchronising with the dropping of the anchor.

Tsingtao had been occupied by the Japanese ever since they captured it from the Germans during the First

whilst on passage to Wei Hai Wei were to be between two forces—H.M.S. Titania, four submarines, Stormcloud and Sterling on the one side and a cruiser and four destroyers on the other. Once again fog intervened and the exercises were cancelled. Dense fog persisted until we approached Wei Hai Wei. Prolonged fog always called for intense alertness from both officers and men, thus adding to the experience of all, making us realise that, however long one had served at sea, fog was the seaman's greatest enemy when under way, particularly when in company with a fleet. A great teacher for "Sailors in the Making." It taught seamanship and developed confidence, if required, to deal with any sudden emergency.

EXERCISES AT WEI HAI WEI

Wee Hai Wei, as known to ships' companies, was the small island of Liukungtao, a few miles distant from the mainland. It had been leased to

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NEPTUNE'S SCRAPBOOK



Admiral of the Fleet the Earl Mounbatten of Burma opened the Solent Division R.N.R.'s new headquarters at No. 50 Berth, Southampton Docks on August 31. He was accompanied by the Admiral Commanding Reserves Rear-Admiral H. C. Martell.

Vice-Admiral Sir Nigel Henderson, K.C.B., O.B.E., was promoted to Admiral to date August 14, 1963.

Rear-Admiral J. P. Scatchard, C.B., D.S.C. and two Bars was promoted to Vice-Admiral to date August 14, 1963.

Surgeon Capt. E. D. Caldwell, M.D., Ch.B., L.R.F.P.S., F.R.C.P., R.N. is to be promoted to Surgeon Rear-Admiral to date October 24, 1963, and to be Command Medical Officer, Plymouth in succession to Surgeon Rear-Admiral J. M. Reese, C.B., O.B.E., Q.H.P., M.R.C.S., L.R.C.P., D.P.H.

The Director W.R.N.S., Dame Jean Davies, D.B.E., Hon. A.D.C. visited H.M.S. Dauntless on July 31, inspecting the ship's company and ratings under training and taking the salute at a march past.

The Norfolk branch of the Submarine Old Comrades Association presented tankards, suitably inscribed to the chairman, Mr. S. A. Chivers, and to the treasurer, Mr. B. R. Wacey, in appreciation of the services they had rendered. The presentation was made by the president, Mr. W. G. Wiley.

The Submariners' Old Comrades Association will be holding its annual reunion at Fort Blockhouse, Gosport, on September 21.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rank:

To Chief Petty Officer
JX 961613 K. Buckley, J 929403 W. Partridge, JX 162111 R. Fretwell, JX 156935 R. V. Hobbs, JX 151814 D. C. McConnell, JX 660501 G. G. Lilley, JX 712183 J. M. Bowden, JX 700333 W. G. F. Abraham, JX 760030 J. V. Coulter, JX 171705 T. H. Rawlings, JX 177440 S. G. Brooks, JX 661856 F. Lee, JX 646234 P. J. Harris, JX 677022 J. P. Cadogan.

To Master-At-Arms
MX 698343 A. Somerville, MX 640024 H. F. Caramer.

To Chief Petty Officer Writer
MX 649567 W. S. Mundy, MX 875862 P. L. H. Healey.

To Chief Petty Officer Cook (S)
MX 77192 M. G. Jones.

To Acting Chief Engine Room Artificer
MX 90599 R. P. West.

To Acting Chief Mechanician
KX 92281 J. Stanford.

To Chief Shipwright Artificer
MX 904156 W. H. Smith, MX 758877 R. S. Robbins, MX 857341 K. L. Docking, MX 58634 C. D. Wiggins.

To Acting Chief Ordnance Artificer
M 99509 J. A. Cook, MX 857340 G. Dennis, MX 76829 R. Jackson.

To Chief Engineering Mechanic
KX 890752 S. J. Hawes, KX 879827 B. Hulme.

To Acting Chief Electrical Artificer
MX 704154 D. R. Callaway, MX 66049 K. E. J. Cotton, MX 667786 R. A. Field, MX 857718 K. L. Kelleway, MX 857623 K. Roberts.

To Acting Chief Radio Electrical Artificer
MX 913708 R. Hockey, MX 645974 R. F. L. Tunell, MX 915805 G. Williams.

To Chief Radio Supervisor (G)
JX 712892 D. P. McKay, JX 661865 T. Clarke, JX 660123 N. W. Thompson, JX 660810 P. J. Weeks.

To Chief Communication Yeoman
J 92928 J. E. Wmle.

To Chief Air Fitter (AE)
J 1 FNS16933 W. J. McGlasson, J 1 FNS20967 W. A. E. Harris.

To Acting Chief Radio Electrical Artificer (AIR)
J 1 FNS69675 A. J. Eales.

To Chief Wren.
51300 A. S. Dickson (Category—Steward (G)), 16488 A. M. Wells (Category—Steward (G)), 74406 P. J. Ives (Category—Stores (G)), 58115 M. L. Clarke (Category—Stores (G)), 112993 E. A. Wilson (Category—Radar Plotter).

Mr. A. Camilleri, N.A.A.F. Canteen Manager, appointed to H.M.S. Aisne, was presented with a canteen of cutlery and a 30 Years' Long Service Testimonial at the N.A.A.F.I. Club, Portsmouth, on August 12. The presentation was carried out by Mr. J. Rangecroft, Command Supervisor, Portsmouth Command on behalf of the Board of Management of N.A.A.F. Mr. Camilleri saw service at Corradino Canteen, North Africa, Bighi Hospital, Verdala Barracks, Officers' Club, Marsa and H.M. Ships Peacock, Diana, Woodbridge Haven, Battleaxe, Finnisterre and Corunna.

The Ex-R.N. Telegraphist (1918) Association is holding its 31st annual dinner and annual general meeting at the Windsor Castle Hotel, Victoria, London, on Saturday, October 5 at 6.30 p.m. All information from the Hon. Sec., George Eames, 97 Culverley Road, Catford, S.E.6.

The H.M.S. Barham Survivors Association will be holding its reunion this year on September 21. The present Baron Barham, Lord Gainsborough, and Commodore J. G. Young, D.S.C., V.R.D., R.N.R., will be official guests. Details may be obtained from Mr. L. Horner, 10 Astbury Road, Peckham, S.E.15.

The Ensign and Union Flag presented to H.M.S. Sheffield by the Ladies of Sheffield when the cruiser commissioned and which has been returned to the Corporation of the City of Sheffield when the ship was placed in reserve, were ceremoniously laid up in Sheffield Cathedral on June 23. Vice-Admiral Sir John Inglis, K.B.E., C.B., a former commanding officer of the ship read the lesson and the sermon was preached by the Rev. W. H. S. Chapman, O.B.E., B.A., Chaplain, R.N. The Admiral Commanding Reserves, Rear-Admiral H. C. Martell, representing the Board of Admiralty, took the salute at a

SAILORS IN THE MAKING

(Continued from page 4, column 5)

Berwick. All the amenities of Berwick were generously placed at our disposal. We were, indeed, very grateful.

The Japanese intended to go "all-out" to make our visit successful and pleasant. On the first night at Chemulpo the mayor invited the C-in-C. and all commanding officers to dinner. The rig for this occasion was "Full Dress." We were met at the pier by several cars and, arriving at the mayor's apartments, were greeted by a bevy of geisha girls, all clamouring to remove our caps and capes and, finally, our dress boots, equipping each of us with a pair of sandals.

We were then conducted to the mayor's room where he and his officials awaited us. They were about the most dour collection of human beings that it had been my misfortune to meet. As we were introduced, and when shaking hands, they gave no sign of pleasure.

FULL DRESS AND CHOP-STICKS

We were then ushered into the banquet hall, to take our seats on the floor, in readiness for the meal. It was no easy matter in "full dress"

to get one's legs crossed as is proper in the East. Epulettes and medals were dangling and clanging, but our sense of humour carried us through as we struggled to maintain a sense of dignity. It was a strange, and even an amusing sight, to see the C-in-C., Sir Arthur K. Waistell, endeavouring to keep his balance. There was further torture, for we had to partake to the meal by using chop-sticks. The meal lasted two hours. Our hosts must have been highly amused, but there was not a sign of a smirk, or even a gesture of good will.

As the evening wore on, with geisha girls supplying us liberally with saki, an attempt to arouse our enthusiasm was made by two Japanese girls who, with one-string violins, played ex-cruciating music. Fortunately the Flag Captain rescued us from any further torture by introducing some really clever conjuring tricks and using the girls as his assistants, thus bringing the evening to a happy ending.

We had become very cramped sitting in this posture for quite a few hours. After regaining the use of our limbs we staggered to the entrance hall, collected our boots, etc., from the glamorous geisha girls and returned on board. A few days later we were entertained by the Governor-General at his palace at Seoul (Keijo) and the European Club.

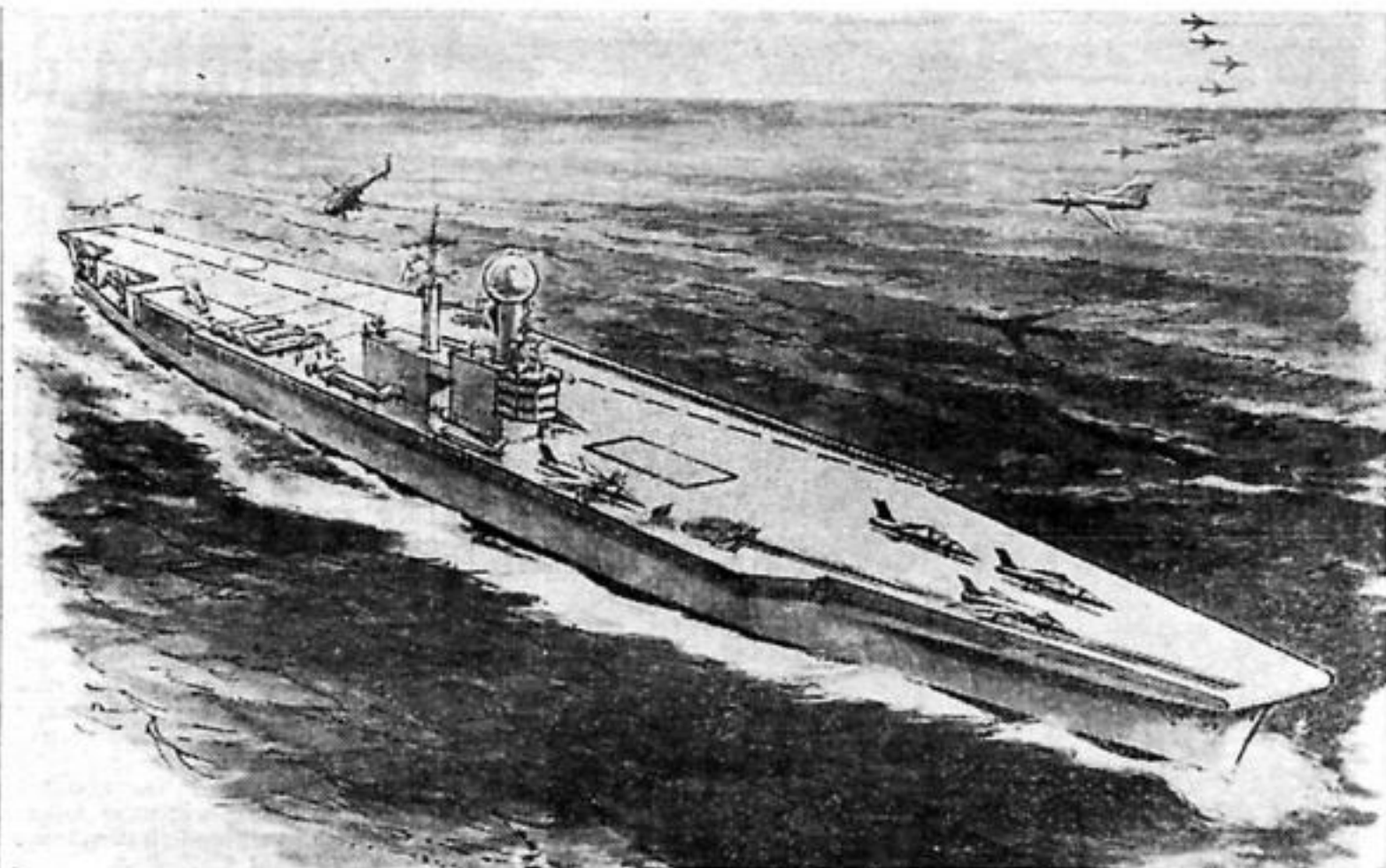
VISIT TO DAIREN

On leaving Chemulpo, Stormcloud and Sterling accompanied H.M.S. Berwick to Dairen. It was a Chinese port, formerly known as Dally. It was leased to the Russians in 1898, but the Japanese assumed control of the port after the great victory over Russia culminating in the capture of Port Arthur.

It was here that the Trans-Siberian Railway delivered mails for the British Fleet when using Wei Hai Wei. Letters took only 18 days in transit, instead of the six to seven weeks by sea.

On return to Wei Hai Wei I received the sad news that my mother had died in June. She had survived the death of my father by only two years. Both had died at the comparatively early age of 65.

(To be continued)



An impression of a design study by an Admiralty artist for the Royal Navy's new aircraft carrier. The new ship will have a displacement approximately 50,000 tons and will cost about £60 million.

New carrier for Navy

MR. THORNEYCROFT, the Minister of Defence, told the House of Commons on July 30 that a new aircraft carrier is to be built for the Navy and above is an artist's impression of a design study for the new ship which will be about 50,000 tons displacement and will cost about £60 million, this sum being spread over eight to ten years.

The ship will incorporate all the latest improvements to facilitate the operation of future generations of aircraft which will have either vertical landing or very slow landing capability and will replace the Sea Vixen and the Hunter. This aircraft will be capable of operating from land as well as from a carrier. The very slow landing capability will enable the aircraft to be operated from carriers even by pilots who have not had flight training and practice.

Improvements shown in the drawing include the siting of the island inboard and of the port catapult on the angled deck. Both these modifications will improve the parking and deck movement of an increased number of aircraft.

CARRIERS UNTIL 1980

The Minister of Defence also stated that Victorious and Ark Royal will come to the end of their useful lives in the early 1970s but, with refits, Eagle and Hermes would be available until about 1980. Thus the Navy would have at least three carriers, two of which could be deployed East of Suez for most of the time until 1980.

It is emphasised that all experience

has shown that the aircraft carrier in a properly constituted task force is an extremely difficult target, and the bigger the carrier the truer this is, both because it has more means of self-defence and because damage control arrangements within a large hull are all the more effective.

The article on the workings of the Army Postal Service which it had been hoped would appear in this issue has, unfortunately, had to be held over until a later issue.

H.M.S. HERMES RETURNS

H.M.S. Hermes, returned to Portsmouth on August 29, after a commission in the Far East, during which she visited Singapore, Hong Kong and the Philippines.

During her time abroad she also visited Aden and Mombasa.

Hermes has been relieved in the Far East by H.M.S. Victorious.

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P.O.Wtr. Bell (blowing) with Sy. Lieut. (S) Symes manipulating the sausages. Cdr. and Mrs. Welby are in the background.

Mrs. Maidstone has a picnic AND TAKES THE CHILDREN

AN armada—two pinnaces, a ship's motor boat, a motor whaler and six R.N.S.A. dinghies—complete with "Mums," "Dads" and the children, recently put to sea from the Third Submarine Squadron base at Faslane for a barbecue. The party numbered 93, including a group of lads from the Glasgow Academy Sea Cadet Unit.

It was intended that the sailing boats would sail to the rendezvous, the remote, deserted shore of Loch Long, but the wind did not appear and they had to be towed.

Among the voyagers were the Captain (S/M) and his family and a complete cross section of the squadron families. There was no room at the tillers for "top brass"—it was the day of the cadets and children.

There was soup for everyone soon after arrival and, with the fires going well, the aroma of steaks and sausages, eggs and bacon whetted the appetites of everyone.

The "Exped" officer, Sub Lieut. F. Denston, R.A.N., and the Third Submarine Squadron Sailing Club who made such a good job of organising Maidstone's first major "Operation Barbecue" were heartily congratulated on its undoubted success. It was a big hit for the mother ship's big family and it is certain to happen again soon.

The fishery protection frigate H.M.S. Palliser visited Kotka for Finnish Naval Week from August 2 to 4.

£2 million development plan for H.M.S. Caledonia

PASSING-OUT PARADE OF WEAPON MECHANICIANS

THE first stage of the £2 million development plan for H.M.S. Caledonia at Rosyth is likely to be put into operation in March or April next year. This was announced by the commanding officer, Capt. D. N. Callaghan, A.M.I.Mech.E., R.N., at the training establishment's passing-out parade on August 12.

The first part of the rebuilding programme will be the erection of six new accommodation blocks for the artificer apprentices and weapon mechanics at Caledonia. It is expected that the first of the new buildings will be ready for occupation in the spring of 1965. A gradual programme of demolition and rebuilding will be carried out over the whole establishment during the next few years until all the "temporary" buildings (which have been in use for many years) have been replaced. The new accommodation blocks will have recreation rooms and "all modern conveniences" promised Capt. Callaghan.

The passing-out parade was unique, he said, because it was the first time that any weapon mechanics had passed out from Caledonia. "Weapon mechanics are new to the Navy and we could not have had a finer lot to pioneer this new branch," he told the audience of apprentices, parents and friends.

Vice-Admiral J. B. Frewen, Vice-Chief of Naval Staff, also referred to the weapon mechanics in a speech he made before handing over the prizes at the closing ceremony. "When you return to sea you may find that you have not necessarily been taught or told about everything you will be required to do," he told them. "We are relying on you to feed back here information on what further training is required for those who come after you. You not only have my permission but my instruction to see your commanding officer personally if you are dissatisfied with any of the training you have had. Tell him from me that your views, provided they make sense, are to be relayed home. You are a new breed. Well done."

WARSHIPS ARE NOT LINERS

Admiral Frewen then turned his attention to the artificer apprentices and issued a series of warnings on the life they could expect to lead in the fleet. Warships, he said could not possibly be more uncomfortable and, as much of their Service time was spent in the tropics they were usually,

"bloody hot." The reason why warships were so crowded was simply because they were warships and not ocean liners, he continued.

He warned the apprentices that a ship could be a remarkably dangerous place and that they would have to depend an awful lot on the other fellow doing his job properly. "You will have to understand every facet of the men who are working for you and you will learn that the more you put into life on a ship, the more you will get out of it."

DRAFTING FORECAST (cont'd)

(Continued from page 2, column 5)

H.M.S. Chichester (A/D Frigate), April 7, at Chatham for trials. General Service Commission, Med./Home, June, 1964. 27th Escort Squadron, U.K. Base Port, Portsmouth (C). (A).

NEW FRIGATE COMMISSIONS

R.M.S. Dido, the second of the Leander class frigates, will commission on Wednesday, September 18, at the Scotstoun shipyard of Yarrow & Co. Ltd. Included among the guests at the ceremony will be Admiral Sir Henry McCall, first Captain of the last Dido, and Lady Sims, wife of Sir Alfred J. Sims, K.C.B., O.B.E., M.R.I.N.A., Director General Ships, who named the present vessel when she was launched on December 21, 1961.

The Dido's standard displacement is about 2,300 tons, she has an overall length of 372 ft. and a beam of 41 ft. Her armament includes a twin 4.5 inch mounting directed by a fully automatic radar-controlled fire control and gun directing system, two 40 mm. anti-aircraft guns in single close range mountings and a triple-barrelled anti-submarine mortar. The 40 mm. guns will eventually be replaced by SeaCat ship-to-air launchers and directors. Dido is also fitted with the very latest equipment for detecting and attacking submarines and she will carry a Wasp helicopter. Her improved bridge structure gives greater all-round visibility than has been possible in previous ships with enclosed bridges.

CAFETERIA MESSING

A high standard of accommodation has been achieved for the ship's complement of 16 officers and 246 ratings. This includes bunk sleeping, cafeteria messing and separate dining halls for senior and junior ratings.

Dido is the sixth ship to carry this illustrious name. The first Dido was launched in 1784. Her most famous predecessor was the previous holder of the name, the 5,500 ton light cruiser whose 10 battle honours give a fair indication of the big part she played in the Second World War.

After commissioning and the completion of acceptance trials, H.M.S. Dido will sail for Portsmouth, her operating home for the next three months.

DINNER IN VICTORY

A FAREWELL dinner in honour of Admiral of the Fleet Sir Caspar John, First Sea Lord and Chief of Naval Staff, took place on board H.M.S. Victory, on July 31.

The hosts on this notable occasion were Admiral Sir Wilfrid Woods, Commander-in-Chief, Portsmouth, Admiral Sir Charles Madden, Bt., Commander-in-Chief, Home Fleet, Admiral Sir Royston Wright, Second Sea Lord, Vice-Admiral Sir Nigel Henderson, Commander-in-Chief, Plymouth, Vice-Admiral Sir Michael Villiers, Fourth Sea Lord, Vice-Admiral Sir Michael Le Fanu, Third Sea Lord, Vice-Admiral John Frewen, Vice-Chief of Naval Staff, Vice-Admiral Frank Hopkins, Fifth Sea Lord and Sir Clifford Jarrett, Permanent Secretary of the Admiralty.

Two other guests were Lord Carrington, First Lord of the Admiralty and Mr. Ian Orr-Ewing, a former Civil Lord of the Admiralty.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

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A Whirlwind of 846 Squadron winching up the medical officer of H.M.S. Barrosa for transfer to H.M.S. Duchess while the ships were operating off the east coast of Malaya

GREY PHANTOM MAKES MORE TRIPS TO NORTH BORNEO

Helicopters' mercy missions

H.M.S. ALBION (Capt. Colin Madden, M.V.O., D.S.C. and Bar, R.N.), completed her docking period at Singapore at the end of June and within a fortnight had completed a further two visits to the North Borneo area.

On the first of these visits, six R.A.F. Whirlwind Mark X helicopters were embarked from R.A.F. Changi, for passage to Borneo, where they were flown off to Kuching, Sarawak. It had been hoped to withdraw all of the ship's helicopters from the operational area. Although 846 Whirlwind Squadron was recovered in entirety, it was found necessary to leave four Wessex of 845 Squadron in Sarawak for a further period to continue their air support for the ground forces.

Also embarked in Albion for the outward passage were units of 40 Commando and the 2nd/10th Gurkha Rifles, who were to relieve 42 Commando and 1st/10th Gurkha Rifles to take passage to Singapore.

On the second visit the turnover of troops was completed. On the outward passage to Kuching Flag Officer, Second-in-Command, Far East Fleet (Rear-Admiral [now Vice-Admiral] J. P. Seatchard, C.B., D.S.C. and two Bars), was on board to witness the ship's operations.

WORK OF HELICOPTERS

Except for a three-week period early this year, at least one of the ship's helicopter squadrons has been based ashore in the Borneo area ever since the Albion arrived in the operational area in December, 1962. By the end of June, the two squadrons between them had completed 3,500 operational sorties, fulfilling a multitude of tasks in, at times, almost treacherous jungle terrain.

Although military operations provided the main helicopter requirement,

"mercy missions" amongst the civilian population became almost routine. Any one of these missions could have made headline news if they had occurred at home. In May and June, 846 Squadron lifted 18 civilian "casualties" from out of the jungle interior, and 845 Squadron flew a further 10 mercy missions.

With the ship and most of her squadron personnel united, Albion relaxed for a while when she paid an extremely enjoyable four-day visit to Penang—the first "run" since Hong Kong in March. Besides being a delightful island with a most impressive standard of cleanliness, it is an island as keen on sport as the Albions.

A full sporting programme was arranged, culminating on the last evening in a floodlit football match between the Albion 1st XI and the Penang Burnley Cup team. Almost the entire ship's company (except for the duty watch) turned up at the Penang Stadium to cheer their side, who were at peak standard, having defeated, in turn, H.M.S. Hermes (3-1), H.M.S. Lion (7-1) and H.M.S. Ark Royal (1-0). It was a terrific match in ideal settings—with the ship's volunteer band, 29 strong, providing the final "Wembley" touch. The ship's team kept up persistent pressure at an unbelievably persistent pace and as the final whistle blew, and with the State side considerably shaken, but still playing hard and well, the ground rang—as it did after each of the five goals—to "Glory, Glory, Hallelujah!" and the Albion goes marching on. The score was 5-0 to Albion—the

16th successive win, and brought the total goals scored by M. E. Hinds to 62.

A more recent "scalp" was 40 Commando, whom Albion beat 1-0. The ship completed her 4,000th deck landing since she commissioned in August, 1962, on July 23.

Alliance in South Africa

H.M.S. ALLIANCE (Lieut.-Cdr. H.A. G. A. Pogson, R.N.) arrived at Simonstown on June 26 after her 6,000-mile voyage from Portsmouth and spent the next fortnight "maintaining," whilst the ship's company enjoyed some well-earned man "maintenance."

South Africa and rugby football are synonymous and Alliance was not to be outdone. Ten of the ship's company actually confessed to having played in the last eight years and 15 others said that they thought it sounded a good game. During the passage from Senegal to South Africa lectures on "How to play Rugby Football" were given and the embryo team were persuaded to do some circuit training. The result of this is that Alliance probably has the best drinking team in the Union.

Matches have been played against famous South African clubs, but in spite of the support of the referee, crowd and usually the opposing team no matches have actually been won, which is hardly surprising, as most of the teams had county players in them.

WARDROOM BUYS A CAR

The Wardroom on their first run ashore discovered that even in South Africa's sunny winters it rains occasionally, so, having no raincoats, bought a car—a 1950 Morris Minor, first choice for the car going to the duty officer of the night before.

Exercise "Capex," the purpose for which Alliance is in South African waters, had been in progress all the time with ships and aircraft of the Royal Navy and Royal Air Force. The submarine phase started on July 15, which gave Alliance time to visit Capetown for four days, a further splendid period of relaxation out of the boat—definitely not in her, for during three spells of two and a half hours when she was open to visitors, some 4,000 members of the public visited her. "Capex" itself ended in the middle of August, but one week-end was spent in Port Elizabeth.

LAVISH ENTERTAINMENT

Throughout her stay the amount of lavish entertainment that the ship's company have received in South African homes has been quite phenomenal.

When H.M.S. Alliance leaves South Africa at the beginning of September to continue her long voyage to join her squadron in Singapore, with her will go many happy memories of South Africa and her people.

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One of the many mercy missions performed in Borneo by helicopters of the Royal Navy. P.O. Hazel, aircrewman of 846 Squadron, H.M.S. Albion, provides strength and confidence as a mother and her sick child, and a young girl with a badly cut leg, are lifted out of the Sarawak jungle to be taken to Kuching Hospital, where they can receive careful medical attention

A draft, every ten minutes, day and night, throughout the year

POLICY—MAN SHIPS IN BEST WAY WITH FAIRNESS TO ALL

(BY COMMODORE R. C. P. WAINWRIGHT, D.S.C., COMMODORE, NAVAL DRAFTING)

AS Commodore, Naval Drafting, I spend quite a lot of my time visiting ships and establishments to explain my business, to hear what the customer thinks of it, and to answer both general and individual questions. The kindness of "Navy News" gives me the opportunity of reaching a wider audience.

It is as well to start by making clear where my responsibilities begin and end. There is a book (B.R. 14—Drafting Instructions), the first paragraph of which says: "The Commodore, Naval Drafting, is responsible to the Admiralty for the drafting and roster advancement of General Service ratings except as specified in the following paragraphs. He is also responsible, in conjunction with the Commanding Officers of the various schools, for maintaining the number of ratings to be trained, whether for substantive or for Specialist Qualification, to meet the requirements which are laid down by the Admiralty." The exceptions are that I do not draft or arrange the training of men whilst serving in the Submarine service or of those U.C.s employed on aircrew duties. They are handled on comparable rules by the Flag Officer, Submarines, and Flag Officer Air (Home), who also deals with Fleet Air Arm ratings. The Royal Marines and the W.R.N.S. have their own organisations.

DRAFTING HISTORY

If one is to be critical of an organisation, and there is no better way of improving service to the customer than listening to their criticisms, it is as well to know how the organisation has come to be what it is.

The first continuous service engagements, which were for 10 years, were introduced in 1853. Forty years later, drafting committees were established at the three home ports of Portsmouth, Devonport and Chatham; the port manning system began and lasted for 64 years. In 1903, the drafting committees were abolished and the commodores of the barracks took over drafting under the methods familiar to many of the more senior ratings now serving.

Why was it decided in 1957 to abandon this traditional system and set up a centralised organisation? The port manning system had many personal advantages—it gave a focus for home life and friendships, ships' companies had something in common and many knew each other, the drafting office was within reach and welfare problems were handled locally.

There were in fact three types of reason for the change. The first was economy—it saved over 1,000 men by having one centralised allowance of men to cover temporary commitments, and to build up for commissionings or



There was no Drafting Authority when this man went to sea—he was probably "press-ganged." He is wearing the "uniform" common between 1805 and 1830. (By courtesy of Messrs. C. H. Bernards—Rig of the Day).

overseas reliefs, instead of requiring a balanced allowance at each port. This form of economy was becoming increasingly important since technical development was requiring a large number of different specialist categories. The second reason was to equalise careers. Each port ran its own advancement rosters and drafting cycles. If men were tied to a port whilst ships and circumstances changed, it was inevitable that, as the years passed, wide differences would develop in the conditions of service. Every endeavour was made in amalgamating the rosters to ensure, as far as possible, that no man's advancement conditions would worsen. The full benefits of equality will naturally only occur as men who had not been on the previous rosters at all come forward. The third reason was that, in truth, the port system had already broken down, and what was known as tri-port manning was necessary for many ships. The tempo of international affairs after the war caused frequently changing requirements and a more rapid turn-over of manpower than could be achieved by a rigid separation by ports. Furthermore, the pattern of employment in the country led to a wider distribution of men joining the Navy who had no traditional ties with the port areas.

Quite apart from economics, the central drafting organisation allows:

Common rate of advancement within a branch.

The fairest share for all for home and overseas service and for what might be considered good and bad jobs.

The best possibility of giving men jobs near their homes in turn.

The fairest selection of men for courses.

Better planning of drafting as a whole, which allows of more notice for draft being given and more direct drafting with fewer men hanging around for short periods in holding depots.

An important fact was that the Commodore, Naval Drafting, did not take over welfare; this was left with the commodores of the barracks. Commodore, Naval Drafting, cannot act on a welfare case until he receives a recommendation; when he does, he has nearly always been able to meet it—he has done so in 2,360 of the 2,500 cases that have reached him.

To complete the history, it is of interest that, when the Navy took over full responsibility for the Fleet Air Arm in 1938, the drafting and advancement of Fleet Air Arm ratings became the responsibility of the commodore of the barracks at Lee-on-Solent. Thus they have, in effect, always been centralised.

PRESENT ORGANISATION

The present organisation at Lythe Hill House, Haslemere, consists of the Commodore assisted by about 20 officers, 120 ratings (all writers except for a few Communication ratings) and 80 civilians. This is not a large organisation when it is realised that it deals with the careers of about 60,000 of 139 different ratings (and 46 different S.Q.s. in the Seaman Branch alone). It involves drafting, on an average, a man every 10 minutes, day and night, every day of the year, and answering something like 15,000 letters a year, nearly all concerned with making either the men or the ship happier.

Why at Lythe Hill? The Navy owned it and it was about the right size; it is far enough from the three home ports to avoid suspicion of favouritism and it is away from the mysterious Admiralty.

Why a commodore responsible direct to the Admiralty? It makes him senior to commanding officers and avoids responsibility to anybody whom the customer may feel could unfairly influence his draft.

The organisation thus has a single purpose—to keep ships and establishments manned in the best possible way in accordance with the complements laid down by the Admiralty, whilst doing its best to give the rating as fair a share of the different types of service as the state of his branch and its requirements permits.



Commodore R. C. P. Wainwright, D.S.C.

The naval staff consists, so far as the customer is concerned, of five drafting sections—Seaman (who also cover the Regulating Branch), Engineering (including O.As. and Shipwrights), Electrical, Supply and Secretariat, and Communications (who also deal with S.B.As.). Each has a commander of the specialisation concerned in charge, with one or more officers and a group of writers to assist him. A sixth section deals with advancement. A chief staff officer (commander) co-ordinates the sections.

TYPES OF SERVICE

Most readers will be aware that the types of service, with their present limiting time factors, are as follows. A fact of life, which cannot be avoided, is that urgent operational requirements will occasionally upset these times.

Overseas Service—General Service Commission (G.S.C.).—For cruisers and below, except Persian Gulf frigates, a planned commission not normally exceeding two and a half years. There will be two foreign legs of approximately eight to 10 months separated by a period of service in home waters. The total time away from the United Kingdom, including passage time, will not normally exceed 18 months.

Ships will be recommissioned in three stages by about one-third of the ship's company at a time. Usually the first party will join the ship three months before a refit, the second at the beginning of the refit and the third before the ship goes overseas again.

This new arrangement of the General Service Commission will not be applied before the end of the present commission of any ship. It is intended to implement it for ships recommissioning at a convenient date after January 1, 1964.

The question whether any change to the previous arrangement shall be made to ships in the Persian Gulf has not yet been decided. It will be recalled that, under this previous

Local Foreign Service (L.F.S.).—Service ashore or in locally based ships abroad, not more than 18 months unaccompanied, up to 30 months accompanied (the time being at Commodore, Naval Drafting's discretion depending on commitments). The number of L.F.S. billets does, of course, vary considerably between branches depending on requirements.

United Kingdom Based Service—Home Sea Service (H.S.S.).—12 to 24 months (a minimum of 12 months is necessary for ship efficiency).

Port Service (P.S.).—Service ashore in the United Kingdom, reserve ships and some trials crews.

An important thing to notice is that there are time factors which have to be met in the G.S.C., F.S., L.F.S. and H.S.S. in order to ensure that men are not kept abroad or at sea longer than they have reason to expect. This means that, if requirements change, the only bit of elastic is port service and this will get shorter or longer depending on whether the need arises for more or less ships.

SEQUENCE OF SERVICE

Ideally, when a man returns from overseas and has had his leave, he should go into P.S., straight away so as to complete as soon as possible any courses leading to increase in pay or qualification for advancement. Similarly he should finish his United Kingdom time ashore so as to have time with his family. He would thus do H.S.S. in the middle of his United Kingdom time. The total time in the United Kingdom is, however, often too short for this number of moves for the convenience either of the man or the Navy. When this is so, C.N.D. tries to reduce the turbulence by arranging that the time in the United Kingdom is split only by one term of P.S. and of H.S.S. or, if possible omitting H.S.S. in alternative spells of United Kingdom service. You thus usually get:

In Theory	In Practice	
Overseas Service	Either	or
P.S.	Overseas Service	Overseas Service
H.S.S.	P.S. or H.S.S.	P.S.
P.S.	H.S.S. or P.S.	
Overseas Service	Overseas Service	Overseas Service

arrangement, the commission is normally for two years, with not more than 12 months consecutively away from the United Kingdom.

The question of any changes for aircraft carriers is also still under consideration.

Foreign Service (F.S.).—A planned commission overseas not normally exceeding 18 months, ships commissioning either overseas or in the United Kingdom. A form of staged commissioning is likely to be introduced.

C.N.D. also does his best to ring the changes on the type of overseas service that you get.

When you compare your life history with your chum next door, do remember that the requirements for men in different types of service vary a lot between different branches and rates and between S.Q.s., so that matters can only even out broadly over a whole career. The extra time you spend at sea as an R.P. Star will be compensated as a P.R.I.; there are not many R.P.O.s at sea on F.S.; the

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engines are at sea so that is where you are most likely to be in your earlier years as an M.(E) or higher; chief writers don't go to Coastal Minesweepers because the ledgers are in the shore bases. One could go on like this for ever—and of course you do!

ROSTER ADJUSTMENT

How does it come about that you yourself are the next chap for foreign? Ratings first come into C.N.D.'s clutches when they leave their basic training establishment for their first draft. At that time a central index card is started and he receives from the man his first drafting preference card (of which more later).

The central index card is designed to record the whole of your Service history—your personal details and qualifications and where you have served. On this card are calculated and recorded your roster date which gives your position in the roster for overseas service.

The day you leave the training establishment you are given a roster date such that you are drafted to sea as soon as possible.

When you come back from overseas, you get a new basic roster date and your position in the roster is adjusted, depending on where you have served and for how long. This adjustment usually is:

One month for every month F.S. and foreign leg of G.S.C.

One month for every month of L.F.S. (ship) or unaccompanied (shore).

Two-thirds of a month for every month of L.F.S. accompanied (shore)—except Aden and Gibraltar who get the full month because of accommodation delays.

Half a month for every month of G.S.C. (Home Leg) with certain maximum limits.

Your card then goes into the appropriate box with its adjusted date and works towards the front of the box as men in front are drafted.

There is also an adjustment of half a month for every month of Home Sea Service and there are a limited number of special billets ashore where, owing to the particular duties or to the fact that they go to sea a lot, men get a sea-going adjustment as compensation.



A seaman in the uniform current between 1880 and 1905. Drafting Committees dealt with the manning of ships from 1893 and in 1903 the Commodore of the barracks took over the duty. (By courtesy of Messrs. C. H. Bernards—Rig of the Day).

Proposals are often put forward for changing particular service to a different allowance or to give a greater variety of allowances. Commanders-in-Chief are always consulted as to whether the former would be in the common good; it is open to question whether the latter would actually benefit anybody in an "all

change," quite apart from the extra work at Lythe Hill—quite a lot at 55,000 drafts per year! Nevertheless, this is kept under constant review and changes are made when it seems desirable.

VOLUNTEERS

The drafting preference card gives an opportunity for you to say what you would prefer next time you are drafted to overseas, home sea or port service, and to say if you want to volunteer for something. C.N.D. will do his best to meet your preferences. His success in doing so depends on the number of others who have asked for the same thing, and the more popular billets e.g., two years ashore in Hong Kong! are usually well over-subscribed and can only be available at limited intervals which may not coincide with the service for which a man is due.

The card also allows you to volunteer to go "as soon as a billet is available." If you are in the upper half of the roster, this may well enable you to move sooner.

History does not relate whether a former C.N.D. was able to oblige the customer who asked for "ship with bunks, air-conditioning and separate dining hall."

FROM ROSTER TO SEA

Drafting to any billet follows a similar procedure; to explain it, I will take first the overseas draft of an individual man—somebody's relief.

There are three main things that have to be balanced—he is at the top of the roster, he has had certain types of overseas service before, and he has a preference for a particular type of ship or service or port on which the ship will be based for her home leg or refit.

Bearing in mind that, except in emergencies, the policy is to give at least four months' notice of an overseas draft and six to nine weeks of a United Kingdom based draft, work on this relief starts six months before he is required.

In addition to the points mentioned, we have to look at the advancement forecast, whether the man is in a special medical category, whether he is a compassionate case.

The decision as to which man due for draft goes to which of the billets available is then made by the officer in charge of the drafting section concerned, in the best interests of the man within the limits set by Service requirements.

In handling the commissioning of a ship, the same procedure is followed on a larger scale. If there are two or three frigates commissioning at about the same time and based on different ports, obviously we try to get the right man into the right ship. If, on the other hand, the only ship commissioning is a carrier, a man may not be so lucky.

MOVEMENTS

When you are eventually given a draft chit, C.N.D.'s responsibility ends. If you are going overseas, he tells the Director of Movements your "availability date" and Director of Movements is the man who moves you; returning from overseas or moving about the United Kingdom is a matter for your administrative authority or commanding officer. Don't ask me!

MACHINES

This may be a suitable moment to say a few words about the machines at Lythe Hill and to remove any lingering anxiety that they have any say in where you go.

Everything that is written on your central index card is written by men in uniform; everything that is done about your cards in their boxes is

done by men in uniform; as I have already said, the final selection for a billet is done by the officer in charge of the section, subject to the personal approval of C.N.D. if necessary.

All the information on your central index card is, however, fed into a machine system which records it on punch cards, and which is capable of answering a large number of questions of fact. It helps the Admiralty by producing periodical returns of the numbers of every type of man actually borne; it helps you by producing every month a list of everybody serving overseas and the dates on which they went there, which ensures that human error or the mislaying of a central index card doesn't result in your being overlooked for relief; it does, of course, do many other similar things. A number of the very charming young ladies who work the machines have married into the establishment, but the machines have no method of finding them an accompanied L.F.S. billet in a sunny land.



The uniform when a foreign commission was two and a half years (perhaps longer) — 1905 to 1930. (By courtesy Messrs. C. H. Bernards—Rig of the Day).

There are few limits to the ingenuity of the machines. Owing to the limited size of the punch cards, one of you will always be known to us as "BASSINGTHW8."

PIERHEAD JUMPS

No drafting organisation can prevent emergency requirements arising from other men having compassionate drafts, becoming seriously ill or for similar causes. Whenever possible we look for a volunteer; sometimes we are even able to ring his establishment and see how soon he is prepared to go. Naturally this cannot happen all the time with so many men to cover, but C.N.D. tries in such cases to give individual treatment.

SELECTIVE DRAFTING

C.N.D. ensures that, because a man has done special or precommissioning training on a particular type of equipment, he is not condemned for ever to a particular type of service which he may not like. Nor, for example, because a man has been a good instructor, will he always have preference for certain billets over men whose talents lie in other directions. It is quite impossible to lay down rules to cover the many issues of this nature; it is important to the Navy to use men according to their talents and experience (particularly if it has cost a lot of money); it is important that men get equal chances of getting experience and of varied service. C.N.D. just has to use his common

169 APPLICANTS FOR 18 BILLETS

sense within the limits of the drafting instructions—which are written with square deals in mind.

PREFERENCES

A certain amount has already been said about preferences. It is important to remember that it is a preference stated by you and C.N.D. will do his best to oblige, so don't blame him if you have changed your mind, haven't told him, or have forgotten your declared preference and then get what you originally asked for. I think enough has been said earlier about the care and time-scale in selecting men for you to realise that it is no good changing your preference after you have received a draft chit. Apart from the routine times laid down, you can change your preference at any time—and the time to do it is when you buy the ring.

Many preference areas are, of course, over-subscribed and it is therefore important that other preferences be stated in the order which suits you best. Where there are more customers than billets, C.N.D. tries to ensure that everybody gets there in time. Even where the area is not over-subscribed, it may happen that there is no billet vacant when you come home unless C.N.D. throws somebody out who is out of his area but has already moved his family. When, however, a billet comes up in an area, C.N.D. tries to find somebody with that preference, but out of his area, who has a reasonable time still due ashore and who still wants to go there. Men with a few weeks or months to go before their next drafts are always sent to their area if the manning situation permits.

Please remember that your preference is not a right but is an indication of what you want if possible, e.g., there are only 18 P.O.M.(E) billets ashore at Chatham and 169 P.O.M.(E)s, now based on the United Kingdom who want them (not counting men now abroad)!

THE FEMININE INFLUENCE

C.N.D. gets a certain number of letters from wives regarding their husbands' drafts. He is glad to say that they are few because he can do nothing about it; C.N.D.'s heart bleeds for them—he is married with children himself, isn't allowed a preference area, and wouldn't be in it if he was—but he obviously cannot prejudice the fairest possible shares of separation of 29,900 wives of his 60,000 customers just because the other 100

wives have asked him to do so for them. He is, after all, drafting the men and can only trust the long-established method of putting in requests if the man himself thinks he has had a raw deal, and of welfare investigation if there is a family hardship.

EXCHANGE OF DRAFTS

Requests to exchange drafts between men on the same type of service are nearly always approved by C.N.D. unless there are big differences between the dates when they would next be due for a draft. They will not usually be approved between men on different types of service because experience has shown that it nearly always leads to somebody complaining when he finds out what such a change in his drafting cycle really means. They will never be approved between a man on local foreign service and another, since not only does this introduce complication on whether one or the other can be, or remain, accompanied, but it upsets C.N.D.'s careful attempts to see that such billets are fairly shared without fear or favour.

A FALLACY

Some people think that the introduction of men on N.C.S. engagements or on loan from other branches into duties which they normally carry out will adversely affect their sea/shore ratio. That is not so. The Admiralty carefully considers the effect of each billet on sea/shore ratios and preference areas, and only permits N.C.S. engagement when the state of a branch is such that men cannot be spared from sea to fill the billet.

ANOTHER FALLACY

Don't think that delay in signing on will keep you ashore for the last 12 to 18 months of your engagement! The only men given this sort of privilege are those approaching pension, who spend their last four months, and as much more as we can manage, in the United Kingdom-based service.

Everybody else is used up to his last day. If you sign on in plenty of time you can be planned into a proper commission or continuity job. The longer you wait and the shorter the time in which C.N.D. can plan, the more you become eligible for a pier-head jump or makeshift draft until somebody else is available.

FIFTH AND SIXTH FIVERS

Do these chaps delay your advancement? Yes, but by a very small amount. Every case of further engage-

(Continued on page 10, column 5)

SERVICE for Service People

When you bank with the Westminster, you get service all along the line. First, the Westminster has a special Navy Branch at 26 Haymarket, London. This has been open since 1772 and is, in consequence, well acquainted with the kind of financial problems you meet with in the Navy. Next, the Bank has branches at Portsmouth and Plymouth which are always at your service (as also are over 1,260 branches in other towns throughout England and Wales). Finally, the Westminster Bank operates abroad through a worldwide system of agents and correspondents. If you would like to know more about our service to the Senior Service, write for the booklet

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Eighty ships fought the flames and navigated a narrow channel to safety

OVER 5,000 TONS OF STORES DISCHARGED IN ONE DAY

[In his previous articles on *Some Temporary Naval Bases* Capt. Waight has told of the build-up of H.M.S. Fortitude, at Ardrossan, and of the base at Port Sudan. Last month he told of the rehabilitation of the port of Tripoli and of an air raid which resulted in the blowing up of the *Ocean Voyager* and the *Varvara*, and of a huge part of the harbour being set on fire.]

THE waters of the harbour continued to blaze throughout the night, fanned by the freshening N.E. wind. Thus a new immediate danger occurred, as this fierce wall of fire drifted relentlessly towards H.M.S. Derwent, holed and grounded on a sandbank. Her Commanding Officer, who had transferred to H.M.S. Easton, saw the danger and returned to Derwent to organise the crew remaining on board, to fight the now rapidly advancing flames. Fortunately Derwent was able to keep up sufficient steam to operate the auxiliary machinery, hoses were connected to every upperdeck fire main, and the pump set to work at high pressure. As the destroyer became enveloped by the "wall of fire" the branch pipes were directed at the water, and disintegrated the jerry cans, which became dispersed as they passed along the ship side. The flames became less intense, and after five minutes, or perhaps longer, Derwent was seen to emerge from this fierce onslaught successfully. It was a great relief to all of us, watching from the roof of Navy House. Derwent's crew had won a hard fight.

By first light, the fire had spent itself, and it was now possible to sum up the position. It was with a feeling of great pride that I saw approximately 80 ships of all sorts and sizes, looking as if they had been brought to an anchor collectively. They had fought the flames successfully within the harbour, and safely navigated the narrow channel through the blockship. It was, indeed, a gallant effort on the part of the Commanding Officers of H.M. ships, and of those of the Merchant Navy. This peril had been met calmly and coolly, as a part of their everyday work. It had occurred on the eve of the Eighth Army's attack on the enemy positions in the Mareth Line. It is doubtful whether General Montgomery every heard of the danger which had been successfully overcome: a danger which might have imperilled his supply lines.

A DEPRESSING SIGHT

The appearance of the harbour was chaotic. Jerricans were still burning on the perimeter of the shore side, whilst lighters, which had been partly loaded, and cut adrift, were still burn-

ing as they lay grounded. Elsewhere several ships were aground on sandbanks. It was a sight which was most depressing, but called for an all-out effort, to get the port back as quickly as possible, to normal operating conditions. The enemy lost a golden opportunity, by not following up their successful attack. If they had renewed the bombing, the result may have put Tripoli harbour out of action, for a considerable period, just when rapid supplies were needed. Dawn had brought to me, and my staff, great relief from a night of tension, and my belief in prayer was greatly strengthened.

The convoy of empty ships were sailed for Alexandria at an early hour. The ships that had stranded on sandbanks during the ordeal of the night were quickly towed off and anchored in allocated berths by the staff of the Admiralty Berthing Officer, whilst the S.S.T.O. and staff had lighters placed alongside and discharge of cargo commenced. Meanwhile, the fully laden ships of the convoy that had safely got through the channel during the night and anchored in the Outer Anchorage

were reberthed in the harbour and discharge commenced. It had been a great blow to lose two valuable ships and their precious cargoes.

DISCHARGE RATE INCREASED

In spite of this very serious setback, the spirit of determination grew and grew; it was known that the advance of the Eighth Army had already started and that the need would be for a higher rate of discharge. The great effort that was being made by all concerned, was apparent just a week

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Waight, O.B.E.
R.N. (retd.)

later, for on March 26, all previous records were broken with a total discharge for the day of 5,005 tons, plus the discharge of a Personnel Ship, and embarkation of sick and wounded on board the Hospital ship *Llandovery Castle*. The "Z" Lighters sent forward from Benghazi proved to be invaluable for such work.

During the month of March, 11 air raids had taken place, over two hundred bombs being dropped in the harbour area. Eight aircraft were known to have been destroyed by A.A. gunfire, and four by fighters. Although the port had been so heavily bombed during the month the heavy A.A. guns were reduced from 72 to 64, as the guns were required in the forward line.

It took several weeks to clear up the wreckage around the foreshore but plenty of local labour was available for the purpose. But the important work of the rehabilitation of the port was proceeding apace. A large 10,000 ton oil fuel tank had been repaired; obstructions off the fuelling wharf had been cleared and the wharf repaired. A six-inch pipe line for petrol discharge had been laid along the Karamanli Mole and another for water for supplying water from shore to ship. Another 12-inch pipeline was under construction to connect the oiling wharf with another 10,000-ton capacity oil fuel tank under repair.

SHORTAGE OF FUEL

Storage for oil fuel was now becoming available rapidly, but, alas, there was a great shortage of oil fuel. The only source of supply was that coming forward in convoy ships from Alexandria in very limited quantities. Similarly, there was a great shortage of coal, the supply of which also had to come from Alexandria. These supplies were consigned to the Army authorities. Although the naval tugs were starved of coal, it was impossible for a supply to be obtained direct from the transport in the harbour. It was a fantastic rule, that the coal was delivered at an Army dump, some distance from the harbour, and coal for naval purposes had to be demanded from the Army, thus causing great delay, additional labour and much irritation.

During March, berths were made available for 12 transports having a draught of 24 feet and five of 18 feet. In addition, berths were provided for seven destroyers, five fleet mine-sweepers, three corvettes, four L.L. whalers, and a great number of smaller craft. On March 31, the harbour facilities were taxed to the limit. Oiling and watering escort vessels and transport was an ever-present problem. To facilitate the rapid embarkation of the sick and wounded a "snake pontoon" had been constructed connected to the



shore, which could be extended to alongside the embarkation ship side port of the hospital ships.

Admiral Sir Ralph Leatham, C-in-C., Levant, inspecting Tripoli Harbour from a motor launch, April, 1943. Capt. Waight is on the left

TORPEDOES RENDERED SAFE

Since the attack with circling torpedoes on March 19, several had been reported in different positions, either on the foreshore or alongside the breakwaters. As these torpedoes remained a great potential danger, the minesweeping officer of the base volunteered to make an attempt to render them safe, which he did successfully, firstly by removing the pistol, a most dangerous operation, and then removing the detonator. Eventually he boxed up a complete torpedo and dispatched it to H.M.S. Vernon. For this hazardous operation, I am proud to report he was awarded the George Cross. These torpedoes were quite short, and carried a large explosive charge in the head. The speed was approximately five knots, driven by a large dry electric battery.

If a direct hit was made, as in the case of *Ocean Voyager* and *Varvara*, then the torpedo functioned as a bomb. When circling in the harbour, the pistol was quickly operated by graze or impact as in the case of H.M.S. Derwent. If no target had been struck at the end of the run, they were intended to be self-destructive, and it was this factor that made the work of rendering them safe so dangerous.

Early in April, 1943, the Eighth Army had advanced some 300 miles from Tripoli. The port of Sfax was captured on April 10. It was a small port which had discharge facilities and would help shorten the Eighth Army's supply lines, and Cdr. Alexander was transferred from Tobruk to become N.O.I.C. of the port.

Ships of shallow draught only could be berthed. To overcome this difficulty ships were lightened at Tripoli by discharging direct into L.S.T.s which were sent forward, followed by the transport when the draught had been reduced.

DAY-TO-DAY MISHAPS

The salvage party had made several attempts to float the blockship *Giovanni Battista*, but at each attempt further damage was revealed. However, the party had salvaged H.M.S. Derwent and L.C.T.129 and both vessels had been towed to Malta. S.S. Dalton Hall grounded on arrival, but floated off. Her rudder post was badly damaged. After discharge, she was towed back to Alexandria by the s.s. *Empire Falcon*. An explosion occurred in the stokehold of s.s. *Ocean Strength*. Such were the day-to-day mishaps that had to be dealt with promptly. Fortunately only two air raids took place during April, the most serious one being on the 13th of the month with circling torpedoes again. One exploded on the seaward side of the Karamanli Mole, and damaged the petrol supply pipe lines.

Before the end of April the Eighth Army had passed far beyond the Mareth Line, and was now fighting in Tunisia. General Montgomery sent a signal to C-in-C., Levant, at Alexandria who sent me a paraphrased version:

"Now that the Mareth Line has been cleared of the enemy, I would like to express my gratitude for the part played by yourself and the officers and ratings of the Royal Navy. With your continued co-operation, I hope that the completion of our task may not be long delayed. The 8th Army could not have launched their offensive, had not tanks, petrol and other war supplies been safely conveyed to the Libyan Ports. Please convey my personal thanks to all those responsible for the supervision and loading of ships according to our needs; to those who have kept the harbours open and those who have carried out the arduous duties of convoy protection; to those who have helped with the unloading of cargoes and those who have taken part in the recent operation off Gabes."

(To be continued)

NAVAL DRAFTING

(Continued from page 9, column 5)

ment is carefully considered by the Admiralty with just this point in mind. The difference the whole lot make is a few weeks to leading rate, a few months to P.O., and not more than a year to C.P.O.

This is a very small price to pay for opening a longer career, with much higher pension, to a proportion of our finest long-service men—which may include you one day!

ADVANCEMENT

Every year the Admiralty lay down the authorised numbers, which Parliament will pay for, of every type of rating in the Navy. C.N.D. is responsible for advancing up to that number of men to leading rate and higher, maintaining an even flow throughout the year. Where no vacancies occur during a three-month period (or longer) he is allowed to apply "trickle advancement" to ensure that some men go forward.

There are some 55 rosters containing about 5,000 men who are qualified for advancement. C.N.D. receives copies of all the necessary qualifications as men obtain them and keeps check on the time element. When the half-yearly recommendations are made on May 31 and November 30 he checks that nobody has been overlooked for such reasons as leaving or joining a ship at about those times. This work, and the numerical work of adjusting the advancement rosters take three months. During that time men continue to be advanced from the rosters as they stood before the latest recommendations; from September 1 and March 1 the adjusted rosters are used.

The present system of recommending men by 0, 2, 4, 6 and 8 merit points whereby they advance up the roster, assisted by basic points related on a time basis to the date of qualification, is a considerably more flexible method than the old "Red," "Black," "Not yet" and "No." It is often asked why we do not go further, with a far more complex system such as that used for officers and in some other navies. The reason is that it is very much a matter of opinion whether it would help the man. Is it in fact possible in practice for the commanding and divisional officers to assess men within narrower limits, bearing in mind the limits of personal contact and work to be supervised? Would an attempt at narrower limits work out fairly, bearing in mind the wide varieties of ship, establishment and service on which different men may find themselves at the same stages of their careers, and the degree to which experience has brought reporting authorities to a common level of judgment? The general opinion is that, whilst it would undoubtedly lead to different positions on the roster, they are unlikely to be fairer ones. Men clearly better than others get there first.

That is really about all there is to tell you. A constant exchange of letters and telephone calls keeps C.N.D. informed whether he is striking a fair average and nobody ever hesitates to tell him where he has gone wrong. He, and his staff officers, go frequently to talk to courses and at the main naval centres in the United Kingdom to explain themselves and field any fast ones you may put across. Criticism is welcome if it will help C.N.D. to do better for all concerned whilst meeting the Navy's needs.



There comes a time when every sailor goes shore-side for good. Roll on, you might say. But just weigh up for a moment what it means. All the grub, gear, leave, quarter and so on that comes Freeman's now have to be paid for in Civvy Street—and that's a very different part of the ocean!

Sensible saving is the answer, especially when you've a family to think of and a house to buy someday. By starting saving now with Liverpool Investment Building Society you can take care of the future. L.I.B.S. adds a generous interest to the money you save, Income Tax paid—and when you do start thinking about your own house, your L.I.B.S. savings could pay the deposit and help you get priority for a mortgage.

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A photograph of the model of a Dartmoor pony presented to Service units.

Navy's winter rescue work remembered

RESCUE work by Royal Marines and naval helicopter pilots during last winter's big freeze-up in the West Country was acknowledged at the Royal International Horse Show, White City, on July 26.

Sir Malcolm Sargent, President of the R.S.P.C.A., presented bronze statuettes to representatives of the Royal Naval Air Station, Culdrose, Cornwall, to 41 Commando, Royal Marines (Bickleigh), 43 Commando (Plymouth), the Royal Marines Infantry Training Centre, Lympstone, Devon, and "A" Flight, 22 Squadron, R.A.F. Chivenor.

The statuettes, standing about 10 inches high, are in the form of a Dartmoor pony.

During the winter's bad weather, Culdrose pilots flew 310 sorties, lasting 204 hours. In that time they carried more than 140 passengers, many animals, and numerous cargoes of supplies.



During Exercise "Rock Haul" the Cadets took part in the work of the ship, not only on the upper deck but in the various departments, e.g., engineering, electrical, etc. Here some are seen cleaning the 6-in. guns.



Guard and band of the Sea Cadets as Belfast leaves Gibraltar

Exercise 'Rock Haul' was holiday of a lifetime

PICKED from their units for their industry and general progress, 300 boys drawn from Sea Cadet and Combined Cadet Forces throughout the United Kingdom, took part in Exercise "Rock Haul"—an R.N.R., C.C.F. and S.C.C. training cruise to Gibraltar in H.M.S. Belfast.

One of the objects of the exercise was to show the cadets what life in a cruiser was really like and, from all accounts, all the youngsters thoroughly enjoyed the job of helping to run the ship, firing the guns, assisting the Supply department, attending lectures and films on naval topics as well as taking part in the recreational activities arranged for them, and all agreed that the trip was the holiday of a lifetime.

All cadet groups were accompanied by cadet officers for the major activities and by petty officers for recreational swimming and boat work. Visits were made by M.F.V. to Ceuta, on the North African coast and to Torrenolus which is 85 miles from Gibraltar along the Costa del Sol. In both these places much swimming and shopping was done. Barbicues were held on the beaches of Gibraltar while most boys took part in various tours of the Rock.

One young boy was even bitten by a rock ape, with no serious results, except that he will be able to tell of the time when he was bitten and he will have the scar to prove it.

Pulling regattas were organised between 36 crews from all groups.

HISTORY MADE

As part of their training the R.N.R. minesweepers which accompanied Belfast sailed for exercises and visits to Tangier with ships of the 7th M/S Squadron, once with Cdr. J. G. Young, C.B.E., D.S.C., V.R.D. and Bar, R.N.R., in command. One day he created history when he hoisted his broad pendant in a ship of the R.N. Squadron.

W.R.N.S. Reserves, including de-gaussing specialists had previously arrived by air in Gibraltar to help deal with the administrative work of the

squadron and minesweepers were de-gaussed by this team as was the school ship, M.S. Dunera, which arrived at Gibraltar with some 800 school children.

Having thoroughly enjoyed their all too brief stay in Gibraltar, for many their first trip abroad, as well as obtaining the maximum value from the full professional training programme arranged, the squadron sailed for home on August 20.

On the way home there was an attempt by H.M. Ships Warsash and St. David to tow and escort a torpedo recovery vessel waiting in Lisbon with engine trouble, but unfortunately this had to be abandoned because of impossible weather conditions.

'SHOP WINDOW' FOR DUNERA

The Admiral Commanding Reserves organised a "shop window" for the benefit of Dunera which was encountered again off Lisbon. The display included the firing of Belfast's six-inch guns and the dropping of depth charges, and passing her at close quarters during a full-power trial.

Everyone was convinced that the exercise was a 100 per cent. success and

(Continued on page 13, column 5)

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The New Bernard Gift Catalogue will be sent to all Account Customers towards the end of September. Copies are available from Head Office or Branches for Cash customers and prospective new Account customers.





THE ROYAL NAVAL ASSOCIATION

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Patron: H.M. The Queen

"UNITY — LOYALTY — PATRIOTISM — COMRADESHIP"

A 'Royal' send-off for Wear's new home

STONE OF £43,000 BUILDING LAID

WHEN the Duke of Edinburgh paid a visit to Sunderland at the end of July, the first stop of his tour was at the site of the new headquarters of the Wear branch of the Royal Naval Association, and his first official act was to lay the foundation stone of the new £43,000 building.

The chairman of the branch, Shipmate Andrew Johnson, greeted the Duke, who was wearing a lounge suit and the tie of the Royal Naval Association, when he arrived at the new headquarters saying: "It gives me great pleasure to invite you, on behalf of our members, to lay the 'keel' of our new ship' that we may further perpetuate the ideals of our



The Duke of Edinburgh laying the foundation stone of the Wear (Sunderland) branch's new headquarters in Roker Avenue, Sunderland. (By courtesy of the Sunderland Echo).

Association—patriotism, loyalty, comradeship and unity—and that we may increase our efforts for the welfare

and care of the dependants of our fallen comrades."

BRANCH BEGAN IN 1957

The branch chaplain, the Rev. R. Russell offered a dedicatory prayer and after the stone had been laid the branch president, Dr. R. S. Thubron, explained how the idea for a branch of the Association on Wear-side had begun when five ex-sailors met in 1957.

A hard-working committee got to work, temporary headquarters were found and now the most important step had been taken towards the opening of a permanent headquarters.

As Prince Philip was about to lay the stone he asked Shipmate Walter Smith: "Have you enough money to pay for it?" he replied, amid laughter, "I think so."

After the "keel" of the new ship had been well and truly laid the Duke was presented with the silver trowel and ebony mallet with which he had performed the ceremony, by Dr. Thubron.

The Duke smilingly agreed when the branch president asked him permission to splice the mainbrace.

The new headquarters of the Norwich Branch of the Royal Naval Association is The Gladstone Club, St. Giles, Norwich.

8,000 miles for a game of darts

A D.C.8 super-jet touched down at London Airport on August 31 after a flight of nearly 4,000 miles. What is so special about that? Nothing, except that it was a plane chartered by Mr. Ted McAvory, the past president of the Toronto branch of the Royal Canadian Naval Association—who brought over a party which includes the Navy Mountbattens Darts Team, of which Ted is Captain. One of Ted's dreams has been to bring a darts team to England to play

some Royal Naval Association teams. Now, at last, his dream has come true and the first game will be against their "chummy ship," the Enfield branch of the R.N. Association.

The Toronto branch is hoping to make this an annual affair so, to add spice to the occasion, a large silver cup, donated by the Edmonton branch will be suitably inscribed and presented to the winners of the Enfield v. Toronto game, to be competed for annually.

OTHER MATCHES

Arrangements were also made for the Toronto team to play against Hanworth, Battersea and West Ham branches.

Darts have become very popular in Canada and there are 48 teams in the inter-city league. The Navy Mountbattens are well up in the top half of the table but, as Ted stated when the visit was arranged "We are not in the 'News of the World' class yet, but we hope to give you a good game and at the same time foster our 'chummy ship' comradeship, and may the best team win."

The necessary enquiries are being made with a view to instituting a Toronto branch of the Royal Naval Association.

NAVY NEEDED AT DIDCOT

MEMBERS of the Didcot Branch of the Royal Naval Association turned out in foul weather conditions to assist in rigging tents, stalls, etc., for the Didcot Carnival held on August Monday. (It had to be the Navy in those conditions.)

Shipmates Butters, Lewis and Godding had a busy afternoon running a Bingo (not Tombola) stall, while Shipmate D. Guiver was "in" among the pound notes on the main gate. The Royal Marine exhibition float proved to be too large to be manipulated under the railway bridge, and so, unfortunately, did not get into the carnival ground.

The branch fielded 34 hands for the visit to Portsmouth Navy Days, but several were not over-enthusiastic about this year's show, but maybe the weather dampened their spirits a little.

Increased activities at Doncaster

SINCE the Doncaster Branch of the Royal Naval Association has been at its new headquarters, the R.N.A. Club, 49b Market Place, Doncaster, the activities and membership have increased generally and it is most gratifying to see efforts of the committee and those who made the club possible appreciated by so many.

The members have joined a Summer League and, in keeping with the Navy's tradition, win hands down at crib, etc., "but" says our reporter, "how those billiard tables roll."

During "St. Leger Race Week" the club will be open both at lunch time and in the evening and members hope that any of the R.N.A. racing fraternity who may be in Doncaster over that period will visit the club.

The Fourth Sea Lord, Vice-Admiral Sir John Michael Villiers, visited Rosyth Dockyard on August 14 and met Rear-Admiral I. G. Ayles, Admiral Superintendent of the Yard and other naval and civilian officers.

(Continued from column 4)

Porthcawl, Weston-super-Mare and Bristol Zoo were considered when the question of where to go was considered. It is not true that the reason Bristol was not chosen was because of the possibility of certain members would be kept inside!

The majority of the members favoured a trip to Barry Island—a seaside resort about 20 miles from the branch headquarters, and a fine sunny day was enjoyed by everyone. Each child received a gift of 7s. 6d. from the branch.

During the heat of the afternoon some of the shipmates retired to a nearby club where a room was placed at their disposal. At once an impromptu concert was arranged, the chairman being Shipmate Haydn Howe, ably assisted by the branch chairman, Shipmate Elwyn Israel.

When the members returned to the club house after a first-class day—and the organisers are to be congratulated for their successful efforts—a social evening and concert was held.

Served at Jutland

AT the branch meeting of the Abromsgrove branch of the Royal Naval Association, Shipmate M. Ross offered to the chairman, Shipmate Arthur B. Bray, the branch's heartiest congratulations on his award of the Imperial Service Medal.

On his retirement from the postal service Shipmate Bray had close on 49 years in the service of the Crown, 30 of these in the Royal Navy.

Joining the Navy in November, 1914, at 16, he was drafted to the battleship H.M.S. St. Vincent, to serve in her for the remainder of the war, being present at the Battle of Jutland and with the fleet which accepted the surrender of the German Grand Fleet. He went to pension in February, 1938, but was recalled in July 1939, to serve until 1945.

Shipmate Bray was mainly responsible for the formation of the Abromsgrove branch in September, 1957, and has held the office of chairman since its inception.

Home Air Command will take part in an Escape and Evasion Exercise to be held on Exmoor between September 24 to 29.

HORLEY VISITORS ENJOYED NAVY DAYS

SOME 40-odd members, families and friends of the Horley branch of the Royal Naval Association visited Portsmouth for Navy Days on Sunday, August 4, and despite the weather all enjoyed the trip.

Although the ships are smaller than those most of the shipmates had served in, the "power" of the modern ship is apparent. The men haven't changed—they still show their sense of duty and all were very friendly.

"It is good to be among men of your own heart," says the Horley reporter, "although it would be even better if we could make it more widely known that the Royal Naval Association is open to serving as well as those who have done their time." Any serving man wishing to know more about the Horley branch of the association should call at the White Swan Hotel, Horley, on the first Saturday in each month. They would receive a warm welcome.

The Horley visitors ate at the Royal Sailors' Home Club in Queen Street and they say the food and service was

grand—"No fuss and everything most enjoyable."

The Horley reporter said: "We witnessed the ceremony so many of us look forward to seeing. Sunset, and it gives one a sense of pride when we see every ex-sailor, from the 80 years of age to us of the last war, all standing, bareheaded and stiffly to attention during the ceremony—and it was most noticeable, too, in the crowd."

Members of the branch are looking forward to the reunion on October 19 and to the Parade at the Cenotaph.

Five hundred on Rhondda trip

WHEN the Rhondda Branch of the Royal Naval Association held its annual Children's outing on August 10, over 500 took part. There were 240 members, wives and friends and no fewer than 263 children.

(Continued in column 5)

"Give that man a Watneys Brown!"



WATNEYS Brown Ale

—rich and smooth

Also near at hand: Cream Label Stout—smooth, dark and satisfying
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—Britain's first and foremost keg bitter.



SILENT TOO LONG! Blackhall would like to see some visitors in uniform

"WE'VE been the 'Silent Service' too darned long. It's time we threw out our chests a bit," said Shipmate Cecil Matthews, secretary of the Liverpool Branch of the Royal Naval Association.

"So, as part of the chest-throwing, our branch is now preparing a publication, a Naval Review of Merseyside, bringing the limelight squarely down on many sea epics in which men and ships from the Mersey have played heroic parts. Among them, of course, the great Zeebrugge raid of the First World War when the Mersey ferryboats Iris and Daffodil blazed their names in glory," he said.

Shipmate Matthews went on to say that at this year's annual Mersey commemoration service aboard the Royal Iris there were three Liverpool old-timers who had been at Zeebrugge. They were Herbert Roberts (77), Jordan Daniel (66) and Robert Ritter (75). What stories these men could tell for the Naval Review.

STOCKTON CADETS WIN FRANK WADE CUP

SEA Cadets of the Northern Region have a cup to compete for in memory of the late Shipmate Frank Wade, the chairman of the National Council of the Royal Naval Association No. 11 Area delegate and association representative to the Fraser Trust.

Shipmate Wade was always actively engaged in work to benefit the association.

The cup, the Frank Wade Memorial Cup for tug-of-war between Sea Cadet units, was won this year by the Stockton on Tees Sea Cadets who won the first competition at a garden fete in June at Sherburn Hospital in Durham.

Stockton, it will be remembered, opened its new headquarters in William Street, Stockton, last January, and it is hoped shortly to be able to publish a picture in "Navy News" of this £17,000 venture.

Letter to Editor

AMERICAN FRIENDSHIPS

SIR.—In 1941 I was serving as a Chief Yeoman of Signals in an Armed Merchant Cruiser, H.M.S. California. We were sent to Boston, U.S.A., for a two-month refit.

I felt a long way from home and friends. War had not come to America at that time.

Boston had a wonderful voluntary organisation for the welfare of British sailors and through this organisation I was introduced to a Mr. and Mrs. A. A. Vennon of Newton Highland. They were just warm, friendly people who took me into their home. I stayed there at week-ends, was introduced to their friends, worshipped at their church and made to feel I "belonged." Their daughter Eleanor was then 18 months old.

Over the last 22 odd years we have corresponded, photographs exchanged, etc. Recently, the daughter, whom we knew only by photographs, now 23, came over by air to visit London, and I had the great pleasure of bringing her to my home and returning, in a small way, a little of the hospitality I received in Boston in 1941.

There must be hundreds of ex-Navy men who, too, have cause to remember the American's warm friendliness and generous hospitality.

Today when so much is published about nuclear weapons, American policy, etc., it is well to pause and remember—America is, like us, people who work hard and want peace with all nations in short, just ordinary folk like ourselves. Yours, etc. G. MORRIS, Member, London (S.W.) branch, Brixton.

Another plan which the Liverpool branch has in mind is a new form of Trafalgar Day service in Liverpool. The secretary explained that the branch is anxious to bring into the public eye the much-neglected Seamen's Memorial at the Pier Head, and that they have been discussing with Padre Evans of the Mersey Mission to Seamen the possibility of holding a combined parade and service, with a wreath-laying ceremony at that memorial on Trafalgar Sunday, October 20.

Derby branch wants a ship's bell

THE Derby Branch of the Royal Naval Association recently held a car treasure hunt which ended at Melbourne Hall, a well-known stately home, at the kind invitation of Mrs. Andrew Kerr, mother of the present Marquess of Lothian.

Members and their friends totalled 56 and Mrs. Kerr conducted the party on a tour of the house, providing beer and sandwiches at the end. Everyone voted the evening the best that the branch has so far spent.

The Kerr family has a long naval tradition. There was an Admiral of the Fleet Mark Kerr and his son, Capt. Kerr was in the ship which brought the body of Queen Victoria from the Isle of Wight where she had died.

Recently, too, the branch held another very successful social at its headquarters, the Sir Robert Peel, in Park Street, Derby. During the evening the chairman, Cdr. G. Neville Rolfe, R.N., presented a Royal Naval Association car badge to the Rev. T. D. W. George, M.A., the Vicar of Kedleston for his services to the branch as Chaplain. His successor the Rev. A. Radley, was welcomed by the chairman and introduced to the shipmates.

The Derby branch is anxious to obtain a ship's bell and any assistance

in this direction would be greatly appreciated. Serving and ex-naval personnel wishing to join the Derby branch should get in touch with the secretary, J. W. Upton, 188 Cole Lane, Borrowash, Derby.

ALLIGATOR SKINNER FOUND

THANKS to the article in the July issue of "Navy News" one of the members of the West Ham Branch of the Royal Naval Association did get in touch with an old shipmate. In fact, the actual alligator skinner, ex-C.P.O. J. Settle, was the first one to reply. The ship was L.S.T.421 and the boarding of the vessel by the alligator, and its skinning, took place in the River Demerara, British Guiana in early 1943.

More than 40 new members have been enrolled since West Ham's new club was opened in May. It is surprising how many of these had never heard of the association and of the good work the association does in a quiet sort of way regarding welfare, and of the comradeship which exists between members of all ages and between the various branches.

WELCOME VISITOR

A recent visitor to the club was Mrs. Peria Gibson, better known as "The White Lady" of Durban. She entertained the members with the songs she made famous on the quay side at Durban.

The Navy Mountbattens Dart Team from Toronto, Canada, also visited the club on September 3.



"Socks" mascot of the Herts Branch. Shipmate E. A. Knight, National Council Member for No. 6 Area and branch secretary is on the left. Shipmate C. Nowell is on the right. (By courtesy of the Hertfordshire Mercury).

HERTS' NEW SHIPMATE

AT a messdeck supper recently held by members of the Herts branch of the Royal Naval Association, "Shipmate Socks" was initiated as the youngest recruit of the branch.

"Socks", a fine specimen of a bulldog, is only ten months old and will be the branch mascot.

When he arrived on the "mess deck" to meet his new associates, "Shipmate Socks" was wearing the cap ribbon of the T.S. Amethyst which is the name of the local unit of the Sea Cadet Corps.

Shipmate C. Nowell, of the Baker Arms at Bayford, near Hertford, is the owner of the mascot and on "Socks's" behalf he received from branch shipmates a parchment recording the ceremony of enrolment.

Shipmate D. Allum was appointed ship's dog handler.

WHITSTABLE WINS LONG RANGE DARTS CONTEST

THE Whitstable branch of the Royal Naval Association were the winners in the long range darts match played against the Durban, South Africa, branch.

Readers will remember that Durban won the first leg, beating Whitstable by one minute. The second leg which was on a "number of throws" basis was won by Whitstable by 22 "throws."

For their final leg Durban took 6 min. 12 sec. to reach 1001, over twice as long as for the first leg. Whitstable, 'with a bit of luck' says our reporter, took only 2 min. 11 sec., thus becoming the first winners of the long range competition.

In "The Bosun's Call," the organ of the Durban Branch, there is a report of the first leg played at Durban in which the press officer says "... but shipmates we may not have won if it had not been for the true sportsmanship of Whitstable, who suggested that we had someone standing by to pull out the darts to save time."

This long range darts match is to be an annual affair between Whitstable and Durban.

Exercise 'Rock Haul'

(Continued from page 11, column 5)

that it fulfilled all that it had set out to do. It is hoped that Rock Haul will become one of the Navy's annual events. This hope is echoed by all the cadets who took part and competition among them is likely to be very intense—all hoping to be included in subsequent exercises.

H.M.S. Whitby visited Buenos Aires at the end of August.

The R.N. and R.M. Physical Training branches will be holding their 7th Reunion at the White City on November 2. Tickets (£1) may be obtained from R. T. Savage, 98 Brocket Way, Chigwell, Essex.

DORKING THANKS EASTBOURNE

THERE has not been a great deal of activity in the Dorking Branch of the Royal Naval Association during the past few months but with the dark evenings coming round again it is hoped to arrange a few socials.

The branch had a good day with the Eastbourne branch in July and the members extend their sincere thanks. Branch members are helping out with the house-to-house collection in the area for the Cancer Relief Campaign.

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S.C.P.O. Lang hands over the photograph of H.M.S. Hermes to C.P.O. Answorth.

EXCHANGE OF GIFTS

RECENTLY H.M.S. Hermes and H.M.A.S. Vampire, after a busy exercise period, found themselves together in Hong Kong and the chief petty officers of both ships cemented the bond which had been forged between the two ships of the same name which were sunk within hours of each other in the Indian Ocean on April 8, 1942, by holding a simple ceremony in the C.P.O.'s' Mess, H.M.S. Hermes.

After short speeches by both presidents, C.P.O. Answorth, R.A.N., and S.C.P.O.(S) Lang, R.N., in which the previous association, with its tragic consequences was mentioned, a one-minute silence was observed in memory of those of their predecessors who lost their lives.

Token gifts were exchanged — a photograph of the present Vampire with her crest to Hermes, and a scroll with a photograph of Hermes for Vampire.

As was expressed so sincerely by both presidents, the short mark of respect to those who fought and died on their illustrious forebears was done too infrequently, and that the mutual

respect engendered by these occasions helps greatly to bind together those of the Commonwealth who bear a great and common tradition of heritage.

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(Continued in column 3)



H.M.S. Cambrian at speed

BIG SUBMARINE EXERCISE

SUBMARINES of the Royal Navy's Far East Fleet have been taking part in an 18-day combined exercise planned some months ago simulating all possible wartime conditions in the deep water of the station. Neptune aircraft of the Royal Australian Air Force, which have been specially flown from New South Wales, took part with R.A.F. Shackletons from Singapore.

In the last ten days of the exercise which ended on September 5, the submarines were under almost continual attack by killer submarines and aircraft.

(Continued from column 2)

of the large number of reputable second-hand car dealers specially selected to co-operate in the scheme.

Only cars not more than three years old will qualify, and interest rates will be eight per cent.

'Lone wolf' commissioned in a snow-storm

JANUARY, 1963, will long be remembered for its appalling weather, and it was in one of the heaviest snowfalls of the winter that H.M.S. Cambrian commissioned at Devonport on January 3, under Cdr. D. K. Hankinson, R.N.

Cambrian has had an unusual history in that although she is an old lady of 19, her present commission is only her second. She was laid up in reserve immediately after the war, and remained at Devonport in "moth-balls" for 10 years. Then, in 1956, she was taken in hand by Devonport Dockyard and extensively modernised. Finally she emerged once more as an efficient fighting ship and in February this year left Devonport to work-up at Portland.

However, sea trials off Devonport were not entirely without incident. The very first time Cambrian poked her nose past Plymouth Breakwater she found herself dashing to Trevoze Head, North Cornwall, to answer a distress call from the frigate Pheasant which had broken loose from its tug as it was being towed away for scrapping.

FULL SPEED IN ROUGH SEAS

The ship's company had good reason to wonder what they were in for during the rest of the Commission when they found themselves doing full speed in very rough seas on their first time at sea in their new ship! However, those on board need not have worried, for the work-up at Portland showed that the Cambrian, for all her years, could take her place in the fleet and prove herself capable.

Portland was followed almost immediately by a visit to Cardiff. The Welsh capital was only too pleased to welcome the Cambrian, owing to the obvious associations between the ship's name and Wales. And so for five days last April, sailors with the

Cambrian cap tally could be seen wandering around coal-mines, steel-works, breweries and many other places which the kind-hearted citizens of Cardiff threw open to them. Many friends were made, and the ship's company all look forward to revisiting the city and renewing acquaintances before the end of the commission.

BANK HOLIDAY SAILING

Chatham was the next stop, for leave and maintenance, followed by a last week-end in Portsmouth and on Whit Monday a lone destroyer sailed past the holiday-makers enjoying their bank holiday on Southsea beach—Cambrian had sailed for the Far East.

Although Cambrian is a Unit of the Twenty-Second Escort Squadron, it wasn't until June 7 in Gibraltar that all four ships of the Squadron were together for the first time. For the majority of her time, Cambrian has been a "lone wolf" operating away from the other units of the squadron, and so it was for the rest of June when the remainder of the squadron sailed direct to Singapore and Cambrian was diverted to Mombasa for exercises with H.M.S. Ark Royal.

Poor weather made life a little uncomfortable, and all were pleased to see the golden beaches and peaceful lagoon of Gan in the Maldives where the ship was expected to stay for two weeks.

What Gan does not have in the way of entertainment, it made up for with its excellent swimming, fishing and the hospitality of the Royal Air Force that occupy the island. Unfortunately the idyllic days of lazing in the sun were suddenly cut short as the ship was ordered to sail for Singapore after only 9 days. This also dashed dreams of returning to Mombasa for several days in July, for Cambrian headed east, and arrived at Singapore on July 17.

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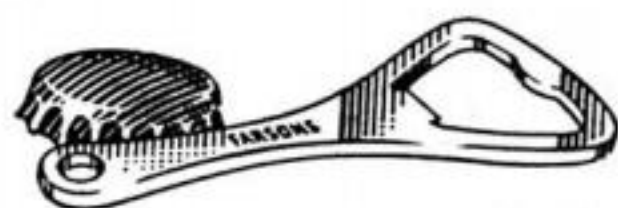
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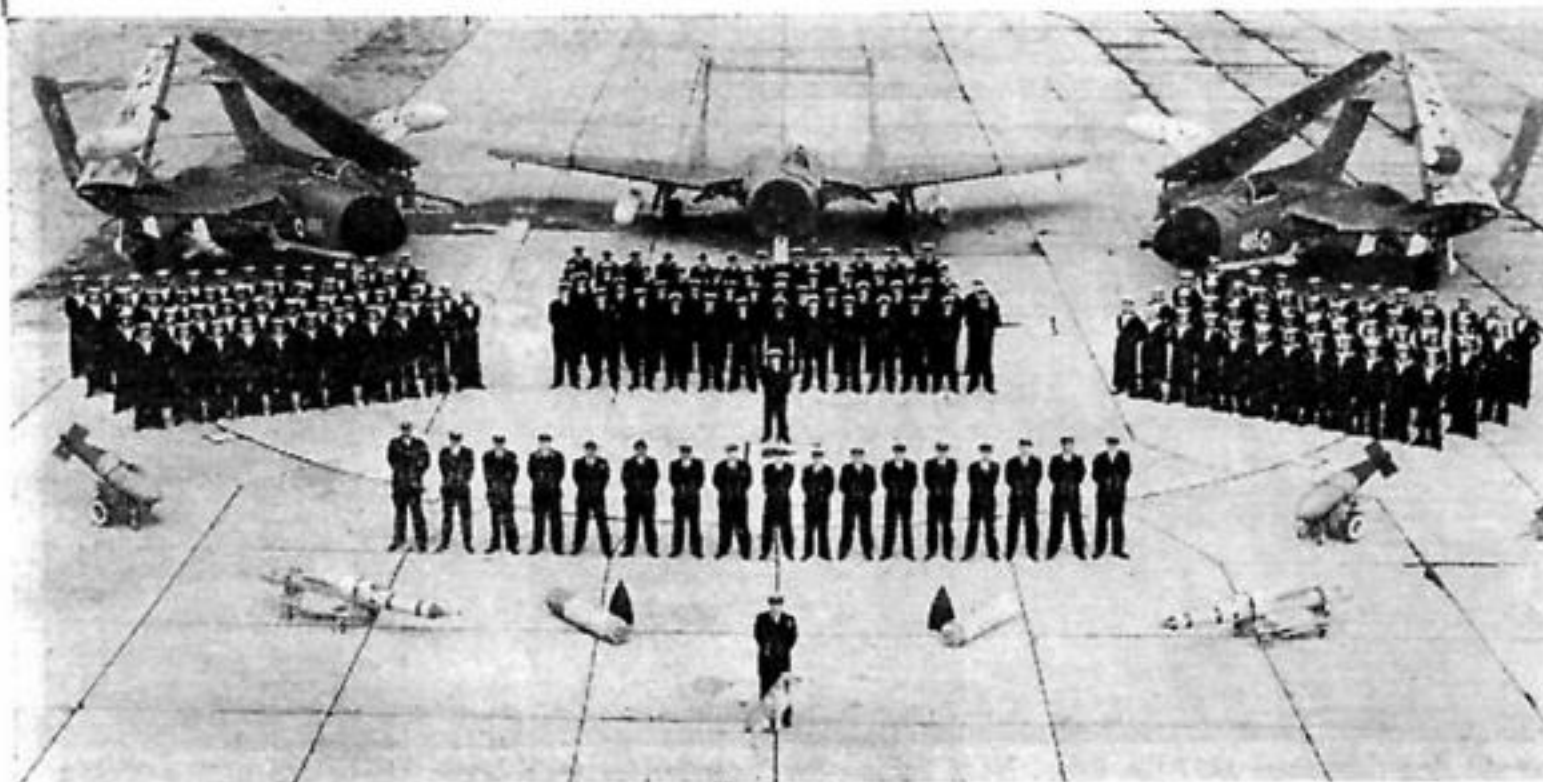


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Members of 899 Squadron, their aircraft and weapons at the R.N. Air Station, Yeovilton. 899 Squadron is permanently based at Yeovilton: its function is to carry out trials on tactics, equipment and modifications to the de Havilland Sea Vixen—the Navy's all-weather fighter. The squadron has pioneered the introduction of inflight refuelling which has greatly expanded the range of the Navy's striking power in the air. The Commanding Officer, Lieut.-Cdr. D. M. A. H. Hamilton, R.N. (foreground), is leaving the squadron after 18 months in command to join the staff of the R.N. Tactical School and is to be relieved by Lieut.-Cdr. J. A. Sanderson, R.N.

FRANCE HAS A NEW CARRIER

THE French Navy has now received a new carrier, the *Foch*, which virtually doubles the effective strength of the naval air arm. Though France has two other carriers, the *Clemenceau*, sister ship of the *Foch*, and the old light fleet carrier *Arromanches*, formerly *H.M.S. Colossus*, only the *Clemenceau* can operate the latest aircraft.

The *Foch* was built at St. Nazaire and work on her began in 1957. Initially, she will be equipped with French aircraft though it is reported that France is buying a number of super-

sonic American Crusader strike fighters.

TRINIDAD

Internationally speaking, if you want to "keep up with the Joneses,"

NEWS OF OTHER NAVIES
by
DESMOND WETTERN

it seems you must have a navy of some sort. One of the latest to be formed is that for Trinidad and Tobago. Two

fast patrol boats have been ordered by the government from Vosper, Ltd., the Portsmouth shipbuilders. When completed they will be used as coast-guard cutters and for contraband patrols. They will be diesel-powered and will be armed with a single 40 mm. Maximum speed will be in the region of 24 knots and it is unofficially reported that each craft will cost about £150,000.

KUWAIT AND OMAN

Two other countries soon likely to begin forming their own navies are Kuwait and the Sultanate of Muscat and Oman. It is felt essential by both governments to have naval craft to stop gun running, smuggling and fishing poachers. Apparently, the two governments maintain that Royal Navy patrols are not frequent enough.

UNITED STATES

Following the loss of the nuclear attack submarine *Thresher* in April, her sister ship *Tinosa* has had her commissioning date put back till October while full X-ray examinations are made of her hull. The loss of the *Thresher* has also put back tests of the Subroc A/S missile. *Thresher* was one of only three submarines in service fitted to fire the missile.

FALSE ALARM

A FULL-SCALE rescue operation was mounted by Maritime Headquarters, Pitreavie, Rosyth, on the evening of Sunday, August 4, when red distress flares were sent up from Inchcolm Island, in the Firth of Forth. Two motor fishing vessels were sent out to investigate and a helicopter from R.A.F. Leuchars, was also called to assist in the "search."

Half an hour later the search was called off. It was discovered that the distress rockets had been fired because a Glasgow couple had missed the last boat from Inchcolm Island to the mainland. This island is a popular place for week-end visitors. The custodian of the abbey on the island was unable to summon help by telephone because the line was out of order. He offered to row the couple ashore, but discovered that oars for his boat were missing. They then tried to attract the attention of passing pleasure boats, but failed and finally sent up a red rocket to attract a fishing boat.

UNAWARE OF ALARM

The rocket was seen by several people in the village of Aberdour who reported it to the police and to Maritime Headquarters. After the helicopter and M.F.Vs. had been ordered out a fishing boat was seen taking a couple off the island, and landing them at Aberdour harbour. Police tried to contact the couple, but they hurried off to catch a bus home, unaware of the trouble they had caused.

The Flag Officer Air (Home) Vice-Admiral Sir John Hamilton, K.B.E., C.B., and Lady Hamilton, visit H.M.S. *Dauntless* on September 17.

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THE WATER BABIES OF H.M.S. HERMES

HERMES, the Greek Mercury, the ever-ready, swift-winged messenger of the gods, is always pictured with wings—the badge of H.M.S. Hermes is the head of Hermes with a winged hat—but the swimming and water polo teams of the ship seem to have wings too. During the present commission they have won the Portsmouth Command Knock-out Water Polo Cup, the Mediterranean Fleet Water Polo and Swimming Championships, the Carrier Swimming and Water Polo Cups and the Far East Water Polo and Swimming Championships.

After having been in commission only a few weeks and with little training and practice the first win was the Portsmouth Water Polo Competition.

At Malta the water polo team took on the Island champions, H.M.S. Falcon, who were unbeaten for two years and Hermes suffered its first defeat by losing 6-2.

Returning to Malta after a spell at sea the ship entered for the Mediterranean Fleet Swimming and Water Polo Championships. The swimming trophy was won with ease, only one event being lost. Water polo proved to be a more difficult "kettle of fish". The first opponents were the unbeaten H.M.S. Falcon. A really first class game ensued, Hermes being worthy winners by 7-4. Round two was one-way traffic against H.M.S. Trafalgar—13-1. The semi-final was against H.M.S. St. Angelo and a ding dong struggle resulted in Hermes winning

4-2. In the final H.M.S. Ausonia was beaten 6-3.

Returning to the United Kingdom the Portsmouth Command League was won without defeat, winning against H.M.S. Vernon 6-5 and against H.M.S. St. Vincent 3-2.

R.A.F. CHANGI BEATEN

Leaving for the Far East leg of the commission the ship found little opposition in the way of ship's teams. At Singapore there was a first class game with R.A.F. Changi, the reigning, unbeaten champions. Hermes won 7-3. The Singapore Swimming Club entertained the ship's team on a couple of Sunday mornings. Last season Singapore was runner up in the Malayan League, and H.M.S. Hermes, the first Navy ship to beat them, won 9-8 the first time and 8-5 on the second occasion.

(Continued in column 3)

Royal Navy are tennis champions



For the first time since 1937 the Royal Navy became the Inter-Service lawn tennis champions at Wimbledon in August—ending the Royal Air Force's 11-year hold on the title. Result—R.N., 10; R.A.F., 5; Army, 3. Lieut.-Cdr. W. Threlfall, who was partnered in the successful doubles by Inst.-Lieut. B. Taylor, was the only player to remain unbeaten in both singles and doubles events. Lieut. G. Clarke became the Inter-Services champion. The victorious team: Lieut. M. Walsh, Inst.-Lieut. B. Taylor, Lieut.-Cdr. W. Threlfall (captain), with trophy, Surg.-Lieut. D. White, Lieut.-Cdr. M. Rivett-Carnac.



The Hermes' water babies. Back row, left to right—N.A. Lanstaff, A.B. Clarke, Capt. W. D. O'Brien, D.S.C. (Commanding Officer), E.A. Selway, E.R.A. Hewitt. Front row—Mne. Mier, S./Lieut. Bowden, P.O. (Archie) Brew, L. A. Eager, M.E.I. Geddes.

(Continued from column 2)

Three local swimming records have been broken by swimmers from the ship and the Carrier Cup for swimming and diving which was won from H.M.S. Centaur still remains in the carrier's possession.

CAPTAIN FLOODED OUT

No sporting team can hope to maintain the premier position without careful coaching and the inspiration and ceaseless effort of Petty Officer Brew must surely make him proud to have captained such a fine team. His boundless energy in recruiting others into the swimming world reached its climax when he flooded the skipper's cabin while hosing down the island. No doubt he intended to make a stroke analysis of the skipper's breast stroke as he came swimming out!

E.R.A. sailing home from Malta

"FINDING his own way home" from Malta is E.R.A. Kenneth Gubby, who, having accumulated six weeks' leave during his service in the submarine depot ship H.M.S. Ausonia and, being a keen yachtsman, decided to spend it by sailing home with his wife in a 24-foot sloop. During his six weeks' journey home E.R.A. Gubby will sail nearly 2,000 miles, via Sicily, Sardinia, Majorca, Barcelona, the Canal du Midi to Bordeaux and then to Portsmouth, which he expects to reach about September 15, via the Channel Islands.

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in mind?



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